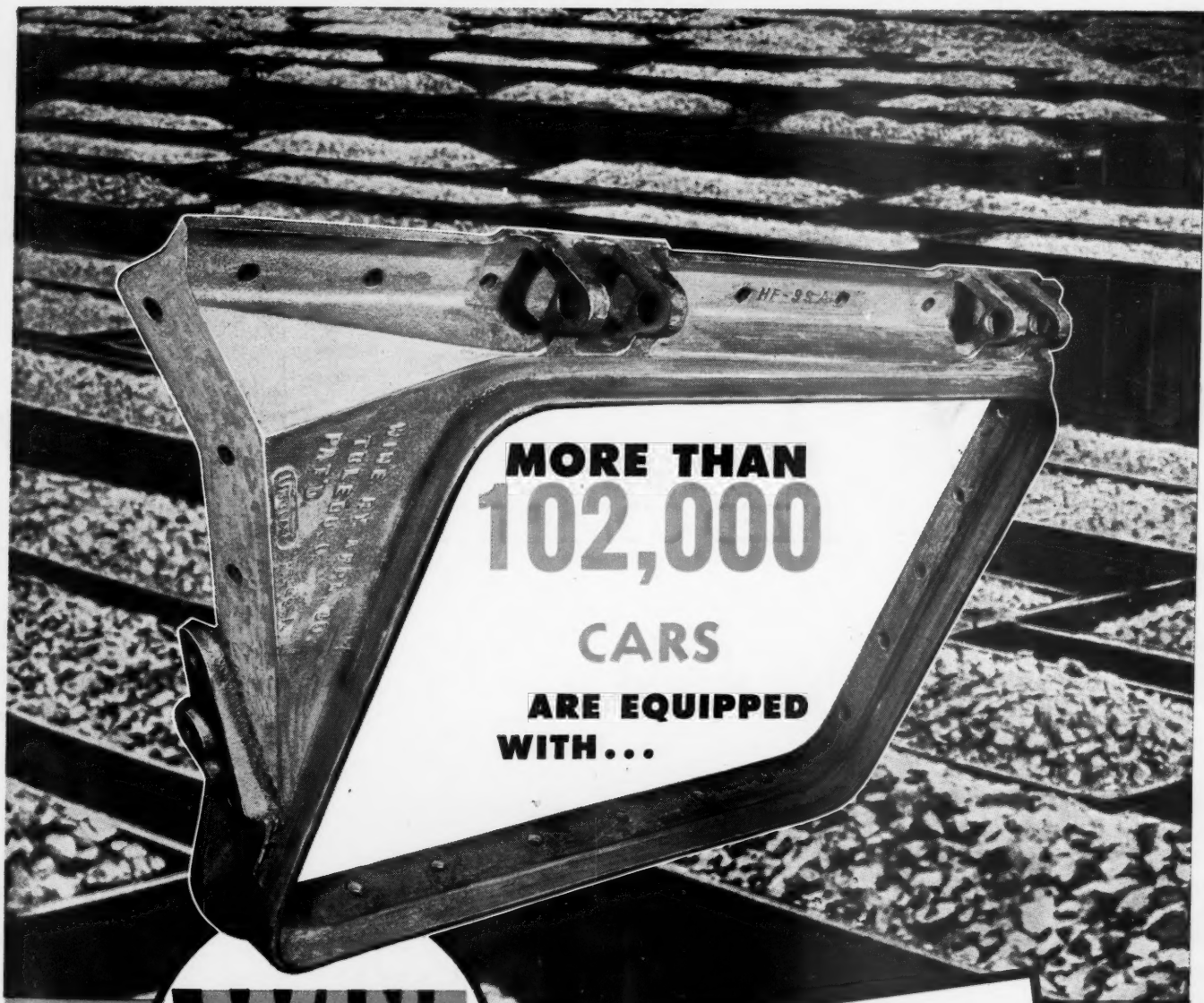


RAILWAY AGE

OCTOBER 11, 1947

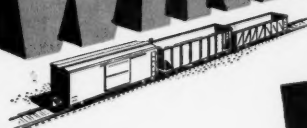
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The Week at a Glance

INTERIM INCREASE: Freight rates can be raised 10 per cent (except on coal and iron ore, and on protective services for perishables) the commission says, and this rate level will remain effective until hearings and arguments are concluded and a decision is reached on the larger permanent rate increases sought in Ex Parte 166. A. A. R. President Faricy found the commission's recognition of the emergency facing the railroads "heartening." Some significance is being attached, too, to the fact that all the members of the commission agreed without dissent to the interim advance. A review of the report announcing this action appears on page 64.

DUTY DEFINED: Particularly significant, too, was the comment the commission made as if to dispose of the various objections to the interim increase offered by lawyers for some government and shipper organizations. "Our duty," it observed, "is plain. The law requires us to give due consideration, among other factors, to the need of revenue sufficient to enable the carriers under honest, economic, and efficient management to provide adequate and efficient railway transportation service for the nation."

THE Q'S SKY PARLORS: Passengers enjoying the Vista Dome cars the Burlington has added to the consist of its "Twin Zephyrs" between Chicago and the Twin Cities notice and appreciate the quiet, spacious accommodations and tasteful decorations that distinguish these new Budd-built cars. To engineers and executives who are responsible for the safety with which those passengers can ride and the durability of the equipment, the characteristics of the cars that are of greatest interest are the structural arrangements provided to meet operating or collision shocks. The illustrated article in this issue describing these cars emphasizes these features of their design.

TRAFFIC MEN MEET: Our report (page 54) of the Associated Traffic Clubs meeting this week in Baltimore outlines the theme of addresses by Commissioner Aitchison, B. & O. President White, N. I. T. League Lawyer Burchmore, and others, and focuses attention on the plans these traffic men have to improve the standards of their profession and its contributions to industrial and transportation progress.

EXPEDITING SERVICING: Steam locomotives coming into the Norfolk & Western's Williamson, W. Va., engine terminal are, on the average, ready to go out on the road again in an hour or so. The facilities that make it possible to inspect, adjust, lubricate, and wash a locomotive, clean the fire and replenish coal, sand and water, all within 45 to 75 min., are described in one of our illustrated articles. The key to the efficient operation of this "service station" is the progressive "assembly line" lay-out which allows engines

to be completely serviced in one continuous movement in one direction. The washing platform, ash-handling facilities and water columns, for example, are so located that the operations employing these units can go on simultaneously. It is significant that the new terminal—from which the road realizes a saving of 456 engine-days a year—was the result not of piecemeal patching up of existing installations but of the bold and thorough modernization of the whole plant to obtain worthwhile results in terms of higher efficiency.

SOUTHERN FARES UP: The I. C. C. has put its O.K. on the proposals of southern railroads to increase passenger fares to levels comparable to those now effective in the East. Some roads in the South, however, have indicated their intention to raise first-class fares only. Coach fare increases will add almost \$1.4 million to the Southern's annual revenues, for example, and the participating roads expect their receipts from first-class fares to be nearly \$4.4 million a year more. Details of the commission's decision are set forth in our news columns.

MORE FOR LESS, AGAIN: One of the reasons the railroad unions have advanced in support of their claims for higher wage rates is the alleged greater "productivity" of railroad employees during and since the war, particularly as compared to the depression period. Our leading editorial examines the validity of such allegations. Measured in so-called traffic units produced per man-hour, "productivity" is greater than in, say, 1932, although it has declined sharply since 1943. Actually "productivity" is a measurement of various factors, not the least of which is the intensiveness with which the plant provided by capital is employed. But even if it were an index solely of the efficiency of labor, it would, just now, be a poor basis for asking for higher wages. In 1943 railroad employees, on the average, received 92 cents for producing 237 traffic units per hour; in 1946 they received 110 cents for producing 199 traffic units per hour. Our editorial suggests some other objectives the brothers might well work toward, if they cherish the prolonged good health of the industry that supports them.

BRIEFLY NOTED: The Justice Department's anti-trust suit against railway spring makers has been settled on the basis of a consent judgment. . . Freight car output in September was 7,597; the goal set last spring was 10,000. . . Charles R. Hook of American Rolling Mill gets the 1947 A.S.M. medal for the advancement of research. . . The Union Pacific plans a \$14.6-million outlay for rails and fastenings next year. . . The Post Office hasn't persuaded the commission to postpone the mail rate increase hearing again. . . The shippers boards' annual meeting is October 28. . . Carloadings in the week ended October 4 topped the wartime peak; they haven't been equaled since 1930, in fact.

LOADINGS HEAD HIGHER: The generally very accurate forecasts of the shippers boards add up to the expectation that carloadings in this year's last quarter will exceed the same 1946 period by 6.2 per cent, as an article in our news pages indicates. Better business is expected in all sections except the midlands.

NET NEARS \$300 MILLION: According to A. A. R. estimates, set forth in this issue's news pages, the Class I roads' net for the first two-thirds of this year was \$294 million, as compared to last year's \$65 million. In the year ended with August, 1947, the calculated rate of return was 3.3 per cent, barely half of what the courts have labeled "fair." This August's net wasn't even equal to 1946's. And since then, of course, prices of materials and non-op wages haven't been static.

BIG FIGURES: In seven months of 1947 American railroads have used their purchasing power to the extent of \$1½ billion, our latest summary of materials and equipment buying (page 66) indicates. While overall purchase outlays in July were slightly under the previous month, the railroads' expenditures for supplies and materials, including fuel, were 29 per cent greater in the first seven months of 1947 than in the same period of the previous year. If the railroads have been able to make this effective contribution to the sustained high-gear operation of the national economy in a period of disturbingly poor earnings and of shocking wage and tax increases, what immense sums would they pour out for things they need if their revenues should be boosted to the level of the standard fair rate of return?

DANGEROUS DRIFTING: Public confidence in private enterprise is undergoing a persistent undermining, says the A. A. R.'s Dr. Duncan in an article in these pages, the substance of the remarks he prepared for this week's Treasury Division meeting at Swampscott. The analogy of the situation here to that in Great Britain is inescapable; the difference, so far, is one of degree. British businessmen made almost no organized effort, and certainly no effective effort, to combat nationalization of their railroads; they let things drift, perhaps because they thought some temporary selfish advantage might be derived. Businessmen on this side of the Atlantic are exhibiting equal indifference to the infiltration of socialistic practices into the transportation industry; many of them go out of their way, indeed—because they see a chance of temporary profit for themselves—to ease the way for that infiltration. Dr. Duncan says American business and American taxpayers will have to decide soon—or lose the opportunity to make such a decision—whether they want the old-fashioned sort of economy where those who receive the benefits pay the costs or the new-fangled variety that allows a few to benefit at the expense of the public treasury.

DILIGENT DOZEN

4,756,191 FREIGHT MILES —
89.2%
AVAILABILITY



DURING the past five and one-half years of service (December 1941 through May 31, 1947) twelve General Motors Diesel freight locomotives on the Western Pacific have accumulated a total of almost five million miles.

As shown by the performance table, average monthly mileage per locomotive has gradually stepped up from 7,523 in 1942 to 9,828 in 1947. Availability

average has hovered close to 90% throughout the entire period — on one of the nation's toughest freight hauls.

Proper design and manufacture, plus careful maintenance, with standard parts readily available through seven strategically located service points, account for the diligent performance and high availability of GM Diesel freight, passenger and switcher locomotives.

PERFORMANCE RECORD OF TWELVE GM DIESELS

No. Locos.	Period	Total Miles Operated	Av. Miles Operated Per Loco. Per Month	Per Cent Availability (All Locos.)
3	12-8-41 thru 12-31-42	278,317	7,523	83.1
6	1943	418,949	8,215	90.8
12	1944	824,801	8,416	89.7
12	1945	1,336,131	9,279	91.0
12	1946	1,308,339	9,086	90.5
12	1-1-47 thru 5-31-47	589,654	9,828	88.0
Total		4,756,191	8,923 (Av.)	89.2 (Av.)



ELECTRO-MOTIVE DIVISION
GENERAL MOTORS LA GRANGE, ILL.

RAILWAY AGE

"Productivity" of Railway Labor Declines as Wages Continue to Rise

Railroad employees are demanding, and getting, increased hourly wages at a time when their "productivity"—tons or passengers carried one mile per hour of labor—is declining. The "traffic units"* produced per hour of railroad employee service, as compared to average hourly wage payments, in each of the past twenty years are shown in the accompanying table.

Average Performance of Railroad Employees
Compared to Hourly Earnings

Year	Traffic Units per Hour of Service	Average Compensation per Hour (cents)	Year	Traffic Units per Hour of Service	Average Compensation per Hour (cents)
1927 ...	114	67	1937 ...	147	71
1928 ...	115	65	1938 ...	142	75
1929 ...	117	67	1939 ...	152	75
1930 ...	116	68	1940 ...	161	75
1931 ...	116	69	1941 ...	178	78
1932 ...	113	64	1942 ...	217	85
1933 ...	126	63	1943 ...	237	92
1934 ...	127	64	1944 ...	232	96
1935 ...	133	69	1945 ...	217	97
1936 ...	143	69	1946 ...	199	110

It will be noted that the peak of "traffic units" produced per hour of labor was attained in 1943, when the average was 237. From 1943 to 1946 the performance per hour of labor declined 16 per cent, while the average pay per hour of labor rose from 92 cents to \$1.10, or approximately 20 per cent. Most railroad employees have recently had their wages increased, further, by 15½ cents per hour and demands for increases by the other employees are the subject of current negotiations. The labor cost to the railroads of producing 100 "traffic units" was 39 cents in 1943 and 55 cents in 1946, an increase of 41 per cent.

Volume of Business Controls Results

The effort and efficiency of individual employees are not usually the controlling factors in such averages as these. Increased "traffic units" were produced per man-hour at the peak of the war movement, not because most employees put forth extra effort, but because the press-

ure of traffic necessitated the loading of more tons and more passengers per car than would be possible in peacetime. Similarly, the decline in "traffic units" per employee since the war's end does not, of itself, afford convincing evidence that the effort or efficiency of employees has declined. But, whatever the cause, the figures *do* show that the amount of transportation service produced per hour of employee time has decreased while the average cost of an hour of labor has risen. So the railroads have no alternative, if they are to stay in business as self-supporting private enterprise, but to re-price their service to conform to the increase in the cost of providing it.

Capital's Contribution

When "productivity of labor"—i.e., traffic units per hour of service—is on the increase, as it was from 1938 to 1943, the unions use such figures in justification for demands for increased wages. Actually, during the war years, the skill, effort and efficiency of the average railroad employee were probably lower on the average than in the years just prior to the war—because so many of the wartime employees were new at their jobs, if for no other reason. That is, the increase in "productivity of labor" during the war could, with greater truth, be ascribed to increased "productivity of capital"—because it was brought about by getting more work per hour out of each locomotive, each car and each mile of track. Some employees (passenger trainmen, for example) doubtless did work harder during the war years than they worked before or are working now. But in such places, for instance, as freighthouses or in section gangs all evidence confirms the belief that the performance by the newer employees who have entered the service since the war began has been considerably less than that of the experienced hands who were doing this work back in the Thirties.

"Productivity of labor" (traffic units per man-hour) will rise or fall as skill and effort of employees fluctuate only if other conditions are equal. If traffic is heavy,

* Traffic units are computed by taking the sum of revenue tons carried one mile, plus twice the total of revenue passengers carried one mile.

or if the railroads have the funds with which to increase their use of labor-saving machines, what is called the "productivity of labor" will increase, even without extra effort or skill being forthcoming from employees. Conversely, if traffic suffers a severe decline or if the railroads are prevented by poor earnings from steadily improving their machines and plant, there may be a decline in "productivity of labor"—even while each employee continues to exert himself as much as he ever did.

The Long View for the Unions

This "productivity of labor" is the index of progress. If it rises—whether because of better machines, or better management, or heavier traffic, or increased effort by employees—then everybody connected with the railroads is better off. When this index declines, whatever the cause, then everybody connected with the railroads has reason to be concerned. Only by increasing the unit performance per employee can the railroads pay high wages and, at the same time, keep their charges moderate—thus avoiding diversion of traffic to rival agencies of transportation to the detriment of employment on the railroads. If union policy were farseeing, it would follow closely the index of output in traffic units per man-hour—and would favor policies which would keep that ratio constantly on the increase, since it is only when that index is rising faster than the increase in the average hourly wage that there can be any assurance that security of railroad jobs is advancing along with their economic attractiveness.

If railroad wages are rising when the average production of traffic units per hour of labor is declining—as has occurred since the peak of war traffic—then railroad labor is becoming a dangerously expensive service. People who want to travel or who have goods to ship will seek ways to reduce their purchases of the services of railway employees if the price of such services gets too high in relation to other prices. Higher wages, if they are going to "stick" and not result in loss of jobs, have to be accompanied by higher productivity per man-hour. Railroad employees can promote higher productivity—so essential to their interests—not just by working harder, but by the less painful process of avoiding "make-work" and "mock-work" rules; by helping the railroads to increase their traffic; and by conducting themselves in a manner to encourage rather than discourage the investment of capital for improvement in railroad plant and equipment.

A Mighty Potential

One factor in the programs of the Coordinated Mechanical Associations, whose conventions were recently held in Chicago, stood out in distinct relief—that is, the stress on the importance of the human element in railroading or industrial operations. In some instances—two addresses in particular—it was the very heart of the presentation. Woven throughout the program, however, it was clearly expressed in the discussion of many of the technical problems. Naturally it cropped out when apprentice or supervisor training was under consideration; but it penetrated much farther than that.

The value and importance of the individual are para-

mount under our type of democracy. True, the principle has not been lived up to as fully as it should, but nevertheless, it is practiced to a marked degree when compared with most other nations. In some industries really remarkable progress has been made in recognizing the importance of the individual, by taking the employees into the confidence of management, and, through the interest and confidence thus engendered, releasing the potentialities of the individual to a remarkable degree. This is, naturally, more easily done in a single, compact plant than with widely scattered groups, as in the case of the railroads, and yet it is even more necessary where the forces are widely and oftentimes thinly spread.

The railroads can well afford to study what industry is doing in this respect. Some organizations, such as the Allegheny Ludlum Steel Corporation of Pittsburgh, have gone a long way to keep the public and the employees fully informed about the company's policies, by utilizing plant publications, motion pictures and conferences. This has had a deep influence upon the communities in which the plants are located, the cultivation of employee relations and public relations going hand in hand. Where the employees are indifferent or antagonistic to their employer's interests, because of not understanding the employer's difficulties and problems, and not feeling an individual responsibility for results, the public will be less favorably inclined toward the employer, and the employees' as well as the management's interests will thus be adversely affected.

Digest of Electrical Developments

To the railroad passenger or shipper, or even the great majority of railroad workers, about the only application of electrical power that is at all conspicuous is lighting. It is highly important in cars, passenger stations, yards, loading platforms and shops, but it is only a small part of the total use of electricity without which railroads would be reduced to an ineffectual state. The subject is avoided by some operating officers because there appears to be something mysterious about it, and because it has so many ramifications. But the successful executive must find some way, not only of following the subject, but of acquiring a familiarity sufficient to realize its potentialities. Probably the best means for doing this is through the reports of the two A.A.R. Electrical Sections which held their annual meetings last week in Chicago.

These reports list new developments, suggest new fields which should be explored, and evaluate current work now under way. What is perhaps most important, they do this, in so far as possible, in words of one syllable and without the technical terms by means of which some engineers attempt to emphasize their importance.

For example, in the field of electrolysis, studies made over a period of years show what metals best resist the ravages of corrosion in railroad service, this being an independent study not influenced by promoters of specific metals or alloys. Another study shows when the purchaser should use motor-generator sets or rectifiers for producing direct-current power for shops or for battery charging. What amounts to an innovation in engine-

house working conditions is included in a report on illumination. In a report on automotive and electric rolling stock, there is a list of new developments in the Diesel-electric locomotive field, a statement on the status of load indicators for such motive power, and an extensive summary of lubricating practices. The welding reports deal with new developments and qualification tests for welders. Means for focusing locomotive headlights, ways of preventing headlight failures, power requirements for electric brake control and the potentialities of sealed-beam headlights are covered in a report on locomotive electrical equipment.

Work being done with Diesel-engine-driven power plants and new types of fluorescent lamps for passenger cars brings the reader up-to-date on car electrical equipment. Remarkable work has been done in a report on the application of radio and communication systems to rolling stock in that a recommended practice for connections between cars has been developed in time to prevent what would soon have become a chaotic condition. A new system of air conditioning is described in a report on this subject. It also includes an evaluation of one type of ventilation and describes the status of electrostatic filters and of hermetically-sealed refrigerating systems for cars.

The reports do not constitute a textbook on the application of electrical equipment to railroad service, but they are undoubtedly the best source of information on recent trends and practices. Because a considerable part of the facilities which the railroads must have—and the innovations they must make to meet competition—depend on electrical applications, a working knowledge of the subject has become a responsibility of forward-looking executives. A summary of these reports and discussions will appear in a subsequent issue of *Railway Age*, with a more detailed and extensive report in the *Railway Mechanical Engineer* for November.

To Those Who Supervise

Never in the history of railroading has the work of the supervisory officer in responsible charge of activities employing both labor and materials been such an important factor in the economy of the industry as it is today. This follows from the fact that the prices of the materials, and especially of the labor, whose application the supervisor directs have risen so high. Proportionately, the increases allowed in charges for railway service have been small and tardy. The only answer to the disparity between increased costs and lagging income must lie in the employment of more economical methods; in the use of improved materials with greater service life; in more efficient organization; and in a determination on the part of those who use materials to minimize waste by prolonging as much as possible the service life of every piece of material now in use.

The attainment of these objectives is largely dependent upon the zeal and skill of the supervisory officers in every department—operating, mechanical, engineering, signaling, and purchasing and stores—where material is used and labor is employed. Some may believe that a demand on supervision for still greater efficiency ex-

ceeds the practical possibilities. For years these officers have been endeavoring to do just that—reduce unnecessary costs through the adoption of new methods, revised organizations, new and improved materials, and numerous other means. The depression years saw ample evidence of this, and of what supervision can do when put to the test.

So many improvements to increase efficiency have been made over the years that there are some who believe that all has been done that can be done—at least under present standards and practices. Others, less pessimistic, can foresee constant, long-range changes in the direction of lower costs, greater production and increased service life of materials, and believe that *time* will bring further improvements and additional savings. This attitude is more encouraging than that of those who believe the ultimate in economy has already been attained, but both opinions fall short of requirements, because further economies *must* be effected—and not in the future, but now. Labor and material costs are up *now*. Outgo is too high compared to income *now*. The railroads need increased revenues *now*, but even if they are allowed the full increase in rates being sought, they still need further to reduce operating costs, and the need is immediate.

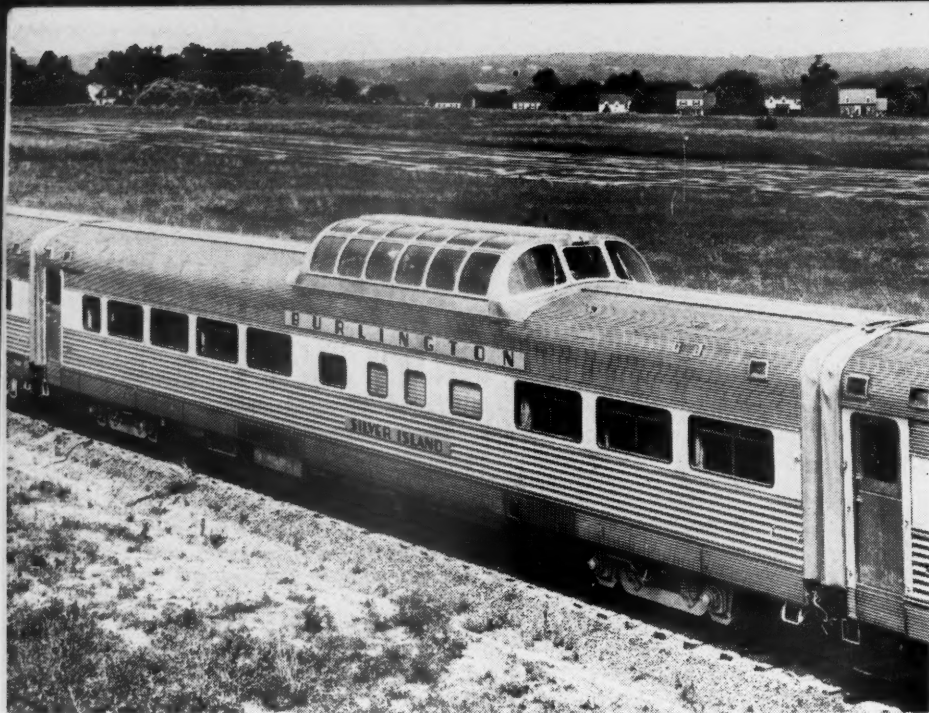
How can they do this? Certainly not by thinking in terms of the past. The supervisory officers who contend that they have extracted everything possible from present standards and methods are quite correct. Further economies must come from *new* ideas, *new* standards, *new* methods, *new* procedures.

Many in charge of departments or territories can foresee large economies when they get additional plant facilities and equipment with which to carry out their work, or when they get "those newer, more costly, long-life materials." For example, there are those in the maintenance-of-way department who see large ultimate economies in maintenance with the coming of still heavier rail, stronger track fastenings, more and better ballast, and "those crossties (still in the research stage) with super-resistance to deterioration by the various forms of mechanical wear." These economies are all possible, and unquestionably will come, bringing a much desired strengthened, longer-life track, but *when*? And to what extent do they fall into the category of long-range economies?

These ultimate economies are not to be belittled. The railroads were not built in a day, nor brought to their present state of efficiency overnight. Many further improvements must necessarily be long-range. One of the most outstanding betterments in the roadway department was the long-range improvement in crossties when, looking 20 or 25 years ahead, the roads adopted the preservative treatment of ties—a practice that has saved them millions of dollars annually.

But what the railways need now are *immediate* economies to meet the higher costs that have already arrived. They need ideas on immediately reducing costs without excessive capital investment; immediately increasing the efficiency of existing organizations; and immediately prolonging the life of materials now in service and already paid for.

The challenge to those who supervise is immediate. Action must be bold. Open-mindedness is indispensable. Those who will not or cannot contribute should, at least, not stand in the way of those who can and will.



The Burlington receives eight stainless-steel cars from the Budd Company—Double seats for 24 persons in the dome

Dome Coaches for Twin “Zephyrs”

DELIVERIES are now being made to the Chicago, Burlington & Quincy by the Budd Company of the first Vista Dome passenger cars built for railway service. These cars will be assigned to the “Twin Zephyrs” in service between Chicago and St. Paul-Minneapolis. When the two trains are completely reequipped, they will each consist of a combination baggage-club lounge, a colorfully decorated diner, four of the Vista Dome coaches, and a parlor-observation car, also with Vista Dome.

Favorable Public Reaction

Shortly after C. R. Osborn, vice-president of General Motors Corporation, proposed building passenger cars with an observation dome above the normal roof height, an idea since incorporated in the General Motors “Train of Tomorrow”, the Burlington responded to the invitation that the railroads make practical application of the idea. It redesigned and rebuilt an existing stainless-steel coach, incorporating the so-called Vista Dome into its basic structure. This car was operated over several routes on the Burlington Lines. The public reaction led to the purchase of the equipment now being delivered. In all, the Burlington and the roads which will be associated with it in inaugurating “California Zephyr” serv-

ice—the Denver & Rio Grande Western and the Western Pacific—have on order or delivered 40 Vista Dome passenger cars.

The coaches now being delivered will

seat 54 at the normal floor level and 24 in the Vista Dome compartment. They are of Budd stainless-steel Shot-weld construction and are 85 ft. long, coupled, 9 ft. 3¼ in. wide inside, and



The forward coach section, showing one of the mural-decorated walls

**The Vista Dome compart-
ment seats 24 persons**

15 ft. 10 in. high above the rail over the Vista Dome roofs—2 ft. 4 in. higher than the remainder of the car roof. This requires that the car floor under the Vista Dome be dropped 19¾ in. in order to provide sufficient headroom in the side corridor and the men's and women's retiring rooms which, with a luggage compartment, occupy the main floor under the dome. The ceiling height in the side corridor under the Vista Dome is 6 ft. 5 in. The minimum ceiling height under the dome in the rest rooms is 6 ft. 3½ in.

The stainless-steel center sill, which normally extends between bolsters, is interrupted at the structural partitions at the ends of the depressed floor under the dome. The load is transferred three ways: first, to a wide, shallow center sill which is welded to the underside of the normal sill at each end; second and third, by means of a heavy floor structure a part of the load is distributed to a heavy side-sill member on each side of the car.

Floor Construction

The end underframe units, including the bolster to the end of the car, consist of a welded structure of low-alloy high-tensile steel which, in turn, is welded to an alloy-steel casting that includes the end sill and the coupler carrier. Extensions of this unit are riveted to the center sill inboard of the body bolster.

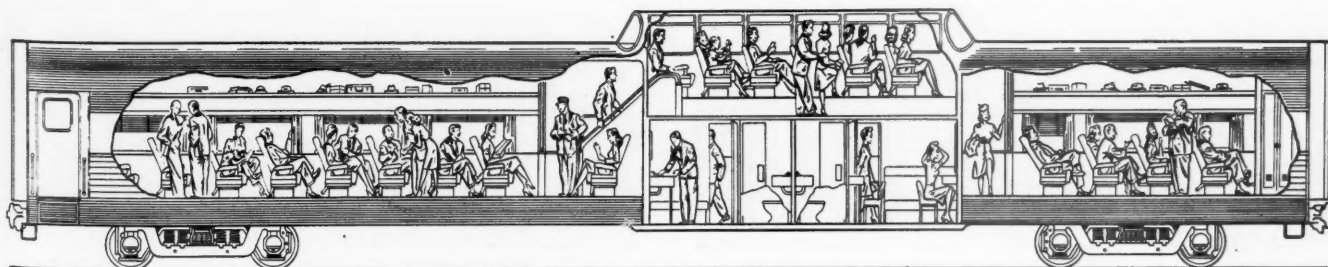
The floor construction, which is reinforced toward the end of the cars, is welded to the draft-sill extensions, thus helping to carry collision loads into the side members. These loads are also resisted by the box-shaped body bolster which is strong to resist horizontal bending. Body center plates of alloy



**Partial List of Materials and Equipment on the Vista Dome Coach
for the Chicago, Burlington & Quincy**

Truck castings; roll stabilizer	General Steel Castings Corp., Eddystone, Pa.
Equalizer beams	Canton Drop Forging & Mfg. Co., Canton, Ohio
Truck springs	Railway Steel Spring Div., American Locomotive Co., New York
Swing-hanger pins	Manganese Steel Forge Co., Philadelphia, Pa.
Shock absorbers	Houde Engineering Div. of Houdaille-Hershey Corp., Buffalo, N. Y.
Sound deadening	United States Rubber Co., New York
Truck center pin	W. H. Miner, Inc., Chicago
Wheels and axles	Bethlehem Steel Co., Bethlehem, Pa.
Journal bearings and boxes; adaptors for anti-wheel slide device; stench and smoke bombs	Timken Roller Bearing Co., Canton, Ohio
Draft gear	Waugh Equipment Co., New York
Coupler; draft-gear yoke; uncoupling mechanism	National Malleable & Steel Castings Co., Cleveland, Ohio
Air-brake equipment; water filler valves; water-raising equipment	Westinghouse Air Brake Co., Wilmerding, Pa.
Anti-wheel slide device	American Brake Shoe Co., New York
Disk brakes	Budd Co., Philadelphia, Pa.
Hand brake	National Brake Co., New York
Car-body insulation	Gustin-Bacon Mfg. Co., Kansas City, Mo.
Sound deadening in car body	J. W. Mortell Co., Kankakee, Ill.
Waterproof adhesive in roof	Acorn Refining Co., Cleveland, O.
Step treads and foot plates	Morton Mfg. Co., Chicago
Diaphragms:	
Inner, of canvas belting	Morton Mfg. Co., Chicago
Outer, of rubber fabric	United States Rubber Co., New York
Top and side vestibule curtains	Adams & Westlake Co., Chicago
Lumber	United States Plywood Corp., New York
Steam trainline insulation	Union Asbestos & Rubber Co., Chicago
Vestibule flooring	Alan Wood Steel Co., Conshohocken, Pa.
Blind rivets:	
For attaching light pieces of equipment	Clark Bros. Bolt Co., Milldale, Conn.
For attaching fluted side panels, plywood rough floor, and interior lining	Cherry Rivet Co., Los Angeles, Calif.
Sash	Adams & Westlake Co., Chicago

(List continued on next page)



Cut-away drawing of the C. B. & Q. Vista Dome car

Window glass	Libby-Owens-Ford Glass Co., Toledo, Ohio
	Pittsburgh Plate Glass Co., Pittsburgh, Pa.
Door hardware and accessories	Pressed Prism Plate Glass Co., Morgantown, W. Va.
	Jas. L. Howard & Co., Hartford, Conn.
	Russell & Erwin Mfg. Co., New Britain, Conn.
	Yale & Towne Mfg. Co., Stamford, Conn.
Plymetl panels	Haskelite Mfg. Corp., Chicago
Vestibule carpet	Sidney Blumenthal & Co., New York
Carpet—coach sections, passageways, and women's lounge	Chas. P. Cochran Co., Bridgeport, Pa.
Carpet pad	Republic Rubber Div. Lee Rubber & Tire Corp., Youngstown, Ohio
Vinyl plastic trim on dome stairway	Hood Rubber Co., Div. B. F. Goodrich Co., Watertown, Mass.
Rubber tile in men's lounge	Goodyear Tire & Rubber Co., Akron, O.
Ceramic tile on toilet floors	American-Franklin-Olean Tile Co., Lansdale, Pa.
Coach seats; sofa in women's lounge; vanity chairs	S. Karpen & Bros., Chicago
Seat coverings:	
Mohair	Goodall Fabrics, New York
Leather	Eagle-Ottawa Leather Co., Grand Haven, Mich.
Paint, interior	Pittsburgh Plate Glass Co., Pittsburgh, Pa.
Underfloor paint primer	Roxaline Flexible Finishes, Inc., Elizabeth, N. J.
Window-shade mechanism	Adams & Westlake, Chicago
Window-shade material	Pantasote Co., New York
Venetian blinds	Ajax-Consolidated Co., Chicago
Hoppers	Duner Co., Chicago
Hopper seats	C. F. Church Mfg. Co., Holyoke, Mass.
Walseal fittings, threadless bronze fittings and valves	Walworth Co., New York
Lavatories; hopper-seat-cover dispenser	Crane Co., Chicago
Soap and sanitary napkin dispensers	West Disinfecting Co., Long Island City, N. Y.
Paper-towel dispensers; toilet-paper holder	Scott Paper Co., Chester, Pa.
Coat and hat hooks in washrooms	H. S. Getty & Co., Philadelphia, Pa.
Razor-blade receptacle	Pass & Seymour, Inc., Syracuse, N. Y.
Razor-strop hook	Corbin Cabinet Lock Div. of American Hardware Co., New Britain, Conn.
Facial-tissue dispenser	International Cellulotton Products Co., Chicago
Water coolers	Marquette Railway Supply Co., Chicago
Drinking-cup dispenser	Dixie Cup Co., Chicago
Water softener	National Aluminate Corp., Chicago
Ash stands	F. T. Haffner & Co., Chicago
Waste basket	Erie Art Metal Co., Erie, Pa.
Porter's ladder	Moulton Ladder Mfg. Co., Somerville, Mass.
Air-conditioning units	Frigidaire Div. General Motors Corp., Dayton, Ohio
Air filters	American Air Filter Co., Louisville, Ky.
	Farr Company, Los Angeles, Calif.
Exhaust fans	Diehl Mfg. Co., Somerville, N. J.
	Westinghouse Electric Corp., East Pittsburgh, Pa.
Blower fans	Frigidaire Div. General Motors Corp., Dayton, Ohio
Multi-Vent panels	Pyle-National Co., Chicago
Recirculated air grills and door grills	Barber Colman Co., Controls & Grille Div., Rockford, Ill.
Odor absorber	Tuco Products Corp., New York
Heating equipment; steam end valves and couplers; heat exchanger; hot-water heater	Vapor Car Heating Co., Chicago
Motor generator; motor alternator; lamp regulator	Safety Car Heating & Lighting Co., New York
Generator mounting	Lord Mfg. Co., Erie, Pa.
Gear box and propeller type generator drive	Spicer Mfg. Corp., Toledo, Ohio
Battery	Electric Storage Battery Co., Philadelphia, Pa.
Main switch panel and lighting switches	Safety Car Heating & Lighting Co., New York
Trainline receptacles (battery)	Gibbs Battery Co., Corydon, Iowa
Trainline jumper (battery); brake trainline receptacles and jumper; standby receptacles; battery-charging receptacles	Pyle-National Co., Chicago
Electric wire and cable	Okonite Cable Co., Passaic, N. J.
Radio, telephone, sound recording, and public address system	Graybar Electric Co., New York
Light fixtures	Luminator, Inc., Chicago

cast steel are riveted to the bottom flanges of the end underframe construction as well as to the stainless-steel

center sill where they help reinforce the joint between these two members.

In the car end structure are vertical

collision posts of stainless steel, one at either side of the end openings. These are fastened securely into the roof structure at the top and riveted at the bottom to stubs extending up from the top of the cast-steel end sills. The stubs, in addition to providing a strong attachment to the collision posts, reinforce the bottoms of the posts against crushing.

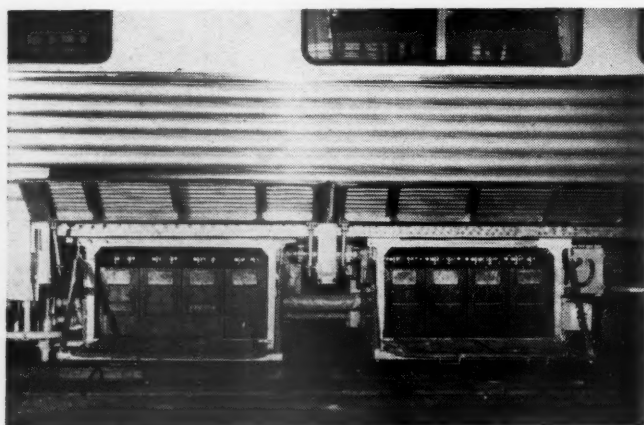
Roof Structure

The exterior face of the car ends is a flat stainless-steel sheet welded to the ends of the side frames and to the collision posts and stiffened where necessary by vertical members.

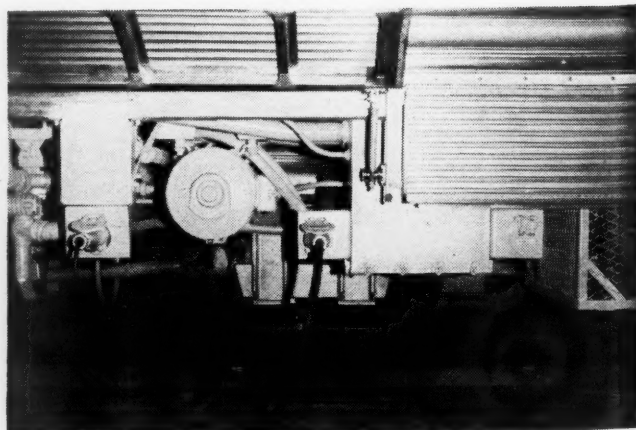
The roof is stainless steel formed in rectangular corrugations and welded to the top flanges of Z-section stainless-steel carlines. Where reinforcement of the corrugated roof sheets is needed, flat plates are welded under the corrugations. The roof is reinforced longitudinally by two exterior purlines which are connected directly to the tops of the end collision posts.

The dome roof structure consists of transverse box-section carlines which are continuous from side plate to side plate to which they are attached. These carlines are divided into upper and lower members across the center portion of the roof to provide passage for an air duct which extends throughout the length of the Vista Dome compartment. The roof over this portion of the dome is covered with flat stainless-steel sheets, reinforced along the edges by longitudinal members between the carlines. Longitudinal members of box section are also set between the carlines to divide the area between the edge of the center panel and the top of the side plate into two window spaces at each side. To carry the roof loads past the raised dome roof the side plates are reinforced.

The side structure is built in the form



The power equipment includes a 16-cell, 1,294-amp. hr. Exide battery



The d. c. generator (with the 220-volt a. c. standby motor) is axle-driven by a Spicer gear drive

of a modified truss characteristic of all Budd construction, varied in form to suit window spacing. Reinforcement at the ends of the car has been obtained by substituting flat web plates instead of typical diagonals. Fluted longitudinal panels of stainless steel are fastened to the outside face of the structure between the end sills with blind rivets which are covered by snap-in molding strips. The deadlight area between windows is covered with flat panels of stainless steel held in place and sealed against leaks by rubber window-glass glazing strips. All joints in the roof and end walls are waterproofed by soldering, arc welding, or with waterproof mastic.

A short, incurving skirt below the side sills is composed of stainless steel with $\frac{1}{2}$ -in. rectangular corrugations, welded to vertical supports. This structure is formed in panels which are hinged just below the side sill on both sides to permit access to the under part of the car and the trucks. Under the dome the bottom of the lower floor pans coincides with the lower edge of the skirt corrugations, thus producing a fixed side panel at the skirt under this part of the structure.

The bare dome-car structure was tested, with all glass installed in the body and dome, with a compression load at the center line of the coupler of 850,000 lb. and a compression load at the center line of buff of 550,000 lb. Deflection was considerably less than the maximum specified by the A.A.R. and there was no permanent deformation.

Structural Tests

Supported at diagonally opposite corners and at three points at the ends of the bolsters there was neither permanent set in the car body nor window breakage.

Carbon steel and aluminum have been used where strength or resistance to corrosion is not of primary importance, such as inside linings, partitions, brackets, supports, etc.

The windows in the normal coach sections are double glazed with $\frac{1}{4}$ -in. polished laminated glass on the inside and $\frac{1}{4}$ -in. glare-resisting polished Solex on the outside. All windows have breather units to prevent excessive fogging. The windows in the dome section are also double glazed and provided with breather units. The glass in the top and side frames is curved to the contour of the Vista Dome structure and is of the same type and thickness as in the coach section. In the forward and rear windows the outside glass is $\frac{3}{8}$ in. Solex. An inside hinged sash behind the center window forms the enclosure of the air duct leading up to the distributing duct over the ceiling without impairing the vision.

Each of the coaches in a train has a color scheme all its own. There are four



Each step from the normal floor to the Vista Dome is individually lighted

distinctly different color combinations: Indian red and orchid gray; soft browns and pastel greens; nut pine, mocha gray and rust; turtle egg gray and Indian red with accents of blue and rose. The colored pattern drapes, the venetian blinds, the upholstery, and the carpeting in each car harmonize with the basic color motif.

All of the windows in the coach sections are fitted with venetian blinds. There are neither blinds nor drapes at the windows in the dome section. The windows along the corridor under the dome and in the men's and women's lounges have curtains of colored fabric.

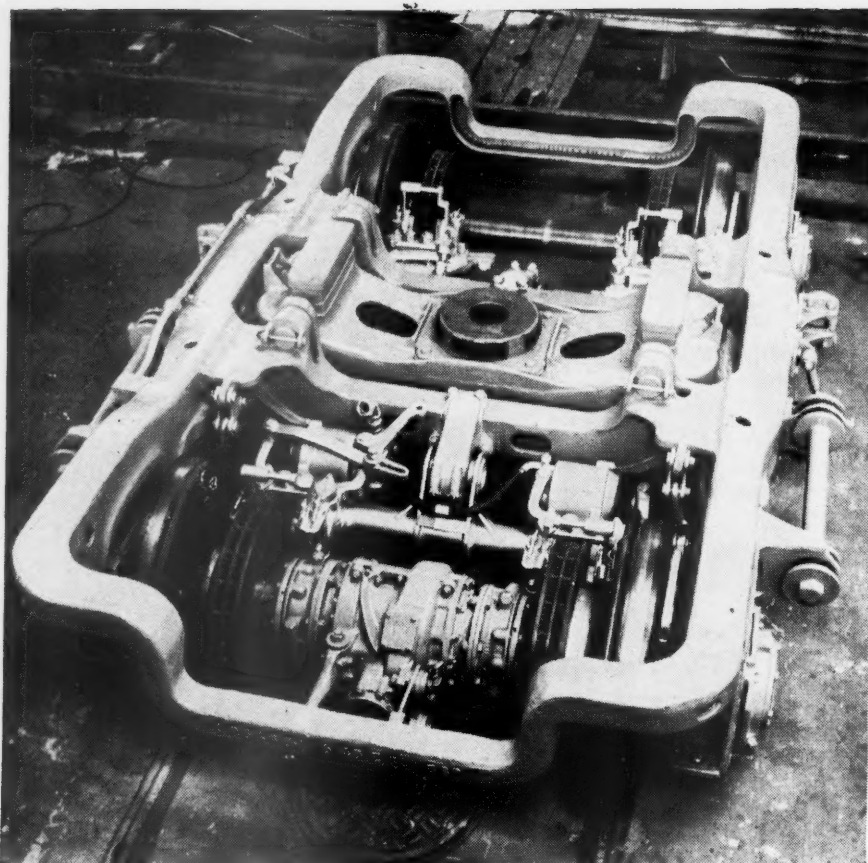
The floors in all three sections are carpeted. In the men's lounge the floor is covered with rubber tile. The seat upholstery is leather. In the women's lounge the floor is carpeted and the upholstery is mohair. The toilet floors are covered with ceramic tile.

Murals painted in oil on canvas cover the dome bulkheads of the forward

coach sections. These murals complement the territory through which the "Twin Zephyrs" operate. The Karpen seats in all three compartments are of the rotating type. Those in the normal coach sections have individual reclining cushions, foot rests, center arm rests, and ash trays.

Air Conditioning

Each car is supplied with a 10-ton compressor-condenser unit and two evaporator units. A six-ton unit serves the two normal coach sections and a four-ton unit the dome area and the lounges under the dome. All fresh, recirculated and exhaust air to and from the dome is circulated in closed ducts. Conditioned air is admitted to the coach sections through Multi-Vent panels which close the bottom of the ceiling areas. The system includes activated carbon odor absorption and electrostatic dust filters. The cars are heated by the



One of the General Steel Castings four-wheel equalized trucks

Vapor Car Heating Company's Rador thermostatically controlled zoned system.

The illumination is a combination of fluorescent and incandescent lights. General illumination is furnished by fluorescent lights operating on 110 volts a.c. The aisle, parcel rack, vestibule, and emergency lighting is incandescent using 32-volt d.c. Power for lighting and air conditioning is furnished by a 25-kw., 40-volt d.c. generator combined in a single unit with a 25-hp., 3-phase, 220-volt a.c. motor through a Spicer gear-box and propeller shaft drive. There is also a 2-kw. motor alternator for converting 32-volt d.c. current to 110-volt a.c. These machines and the lamp regulators were furnished by the Safety Car Heating & Lighting Co. The power equipment includes an Electric Storage Battery Company 1,294-amp.-hr. 16-cell battery.

Each car is carried on General Steel Castings four-wheel equalized trucks

(Continued on page 69)

Traffic Men Shape Group Campaign

Baltimore convention of Associated Traffic Clubs hears financial and advertising plans of foundation; considers professional society; hears talks on the need for higher rates, on research and Army

IN A record-attendance 24th annual meeting, the Associated Traffic Clubs of America convened at Baltimore, Md., October 6-8, to consider chiefly the affiliated A. T. C. Foundation, with respect to internal affairs, and the movement of the carriers for higher rates, with respect to external problems. In addition, as always, the meeting concerned itself as its basic agenda with the discussion and crystallization of the numerous day-to-day activities of the 147 member and 11 associate member local traffic and transportation clubs, the needs of which comprise A. T. C.'s chief consideration.

The 650 members and guests who registered for the sessions participated in an intensive program which placed less emphasis on prepared addresses than past annual meetings and was given over largely to separate panel meetings and reports. Following a luncheon for local

club presidents, committee chairmen and publication editors, the afternoon of the first day was devoted to separate meetings of the Council of Club Presidents, unit educational committee chairmen, unit editors, and A. T. C. committee chairmen.

October 7 was the occasion of the full-dress meeting of A. T. C. proper, with full committee reports, election of officers and addresses by John S. Burchmore, counsel for the National Industrial Traffic League, and Dr. Sidney L. Miller, head of the transportation department of the University of Pittsburgh. Roy B. White, president of the Baltimore & Ohio, was the featured speaker before 1000 guests at dinner in the evening. On the final day, the A. T. C. Foundation and the American Society of Traffic and Transportation held successive sessions, addressed by

General C. P. Gross, former Army Chief of Transportation and recently retired chairman of the New York Board of Transportation, and by Clyde B. Aitchison, chairman of the Interstate Commerce Commission, respectively.

Price Affects Transport Quality

Mr. White, while not undertaking to argue the merits of the permanent rate increase case pending before the I. C. C., expressed himself as obliged by the nature of transportation regulation to lay the difficulties of the carriers before the public. Asserting that "right now the future price and quality and quantity of transportation are among the chief questions of the day in our domestic economy," the B. & O. chief went on to point out that railroad management does not have the free hand of industrial

management in effecting quick solutions of financial difficulties. Hence, it "is neither strange nor elusive" that the railroads must bring their problems so frequently to public attention.

Poverty Obstructs Progress

Respecting the current needs of the railroads, Mr. White made special point of the fact that poverty accompanies high traffic. "It is one thing to be unable to make ends meet when business is poor, but it is a very different thing when the railroads cannot do so with the heaviest peacetime traffic they have ever known."

The public will suffer, Mr. White asserted, if the poverty of the railroads obstructs their progress in the art of transportation. "The way of life of the dawning atomic age and all that that connotes and implies must not be retarded by rail transportation that is too little or too slow or too late.

"New and improved techniques and processes of transforming raw materials into consumable goods and usable services, expanded and multiplied human wants and necessities throughout the world, join hands today in creating a peacetime demand . . . for a quantity and a quality of transportation which exceeds anything heretofore known. The processes of industry and trade want to be served faster and more dependably. More effective production and distribution of goods, with less accumulation of inventory in warehouses and on shelves, and an improved economic and social welfare—these are the touchstones of this age. The threat of inflation which now hangs over us shrieks for production and more production, and there is no better antidote for inflation than increased production."

Summarizing the plans of railroad management for widespread improvements in service and efficiency, Mr. White concluded: "The price of this great program for the future service to the country is a rate level that will make possible the rendition of that service by private enterprise, and provide a reasonable return to those who provide the capital. Bearing in mind . . . what adequate rail transportation means to the defense of this country in time of war and to its prosperity in time of peace, bearing in mind also that our railroads are the only railroads of the world now operated by private enterprise, and that their failure as such would sound the death knell to our whole private enterprise system in this country, I ask you, can we not afford to pay the price?"

Speaking extemporaneously, Mr. Burchmore deplored the current drift toward public management of transportation and stated that the increasing frequency with which the managements of

the carriers "run to Washington for everything" is speeding up the process. He said that we need less regulation, not more, and rates based upon individual carriers' costs and revenue needs, and not upon an overall allocation and protection of status. As counsel for the N. I. T. League his position is that:

(1) The American people want the best there is in transportation and are not too cheap to pay for it.

(2) Industrial traffic managers have confidence in business, industrial and carrier management.

(3) The urgency of the railroads' need for revenues cannot be measured without regard to the country's need for an arresting of the inflationary spiral.

Why Leave It to Railroads?

Dr. Miller, in his prefatory remarks, said he agreed with Mr. Burchmore on everything but his attitude toward the carriers' rate plea; he could see no reason why the railroads should be those chosen to arrest the inflationary spiral. Indeed, said he, to arrest the trend toward public ownership, we must keep the finances of transportation agencies "on an even keel." Taking as his subject "The Transportation Act of 1950," Dr. Miller, after tracing the development of federal transportation regulatory law, during which he characterized the Transportation Act of 1920 as the high-point of good legislation, "from which we have retreated in many ways," postulated what he would like to see in the new act of 1949 or 1950, which will probably come if the houses of Congress "can be persuaded not to pursue too many wills-of-the-wisp."

Research in Transportation

Among other things, he considered provision for the maintenance of sound credit "of immediate and prime importance," to keep transportation from falling into public ownership. Said he: "No need is greater in the field of transportation regulation than an adequate return, yet none is more difficult to achieve." Asserting that "commercial air transport does not function in a vacuum," the speaker denounced the separate regulation of air carriers. Further, it was his contention that any carriers of one type should be permitted to operate in the field of other types, as long as the public interest is served.

Regarding subsidy—truck transportation enjoys, in his opinion, public aid not vouchsafed to the railroads and pipe lines—Dr. Miller argued that unequal public aid results in distortion, since agencies of transport compete on a price, as well as a service, basis. He favored specific legislation in the act of 1950 providing for user fees for publicly

owned facilities as the most practicable means of equalization.

Commissioner Aitchison spoke informally; merely "announced the text which would have developed into a sermon" if he had not been prevented from intensive preparation by the "terrific pressure" under which the commission labors at present. Taking as that text "Research in Transportation," the commission chairman contended that solitary research is only a part of the field and that cooperation and a sharing of findings are becoming increasingly important. Concerning the notion that government is the proper agent of research, Mr. Aitchison said that much that is commendable and useful in research can be done only if it is performed outside the government. "If we are to be scientific, we must be objective, and recognize a new truth when it has developed. We must distinguish research from mere propaganda, which is often only a bold-face raid upon somebody's treasury."

The speaker also developed the theme that the study of work being performed in transport economics abroad may prove exceedingly useful, and drew several examples from his experience as an observer in Brazil. While we have the largest transportation system in the world, he said, there are others that are equally efficient for their size. It is important for us to study in other countries how situations and institutions change, to our own advantage. Great Britain will give us a valuable demonstration of the effect of a giant government transport monopoly on private carriers and the use of great rate-making power to accomplish social ends.

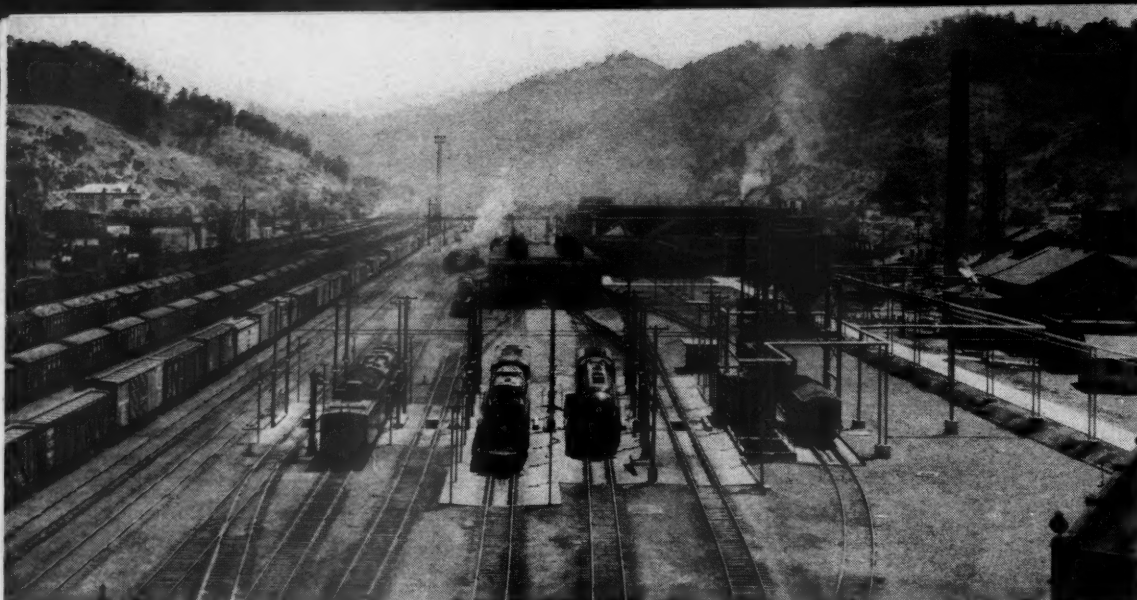
Mr. Aitchison's final remarks were directed toward the need for publication of the findings of transportation researchers—who are themselves "notoriously poor." He saw in the new American Society of Traffic and Transportation a medium for giving the tools that research has developed to those who can use them.

Army Appreciated Help

General Gross reviewed the manner in which the Army depended upon trained traffic men to help it deliver the goods. "We needed experts in uniform and we got them." It was only by the "know how" of these men, said the speaker, that the load was carried. Because the War Department was forced to deny to the carriers badly needed equipment—the country is feeling the effects of that denial even today—increased utilization of transportation space had to be effected.

Referring to the classification as freight of Army materiel items "which had no peacetime function or counter-

(Continued on page 70)



The N. & W. engine terminal at Williamson, W. Va. In the foreground are the combined washing platform, ash-handling plant and water station. The engine-service building is in the background

Steam Locomotive "Service Station"

Improved terminal on the N. & W. incorporates many new facilities, including a hydraulic ash-handling plant, all arranged in "assembly-line" form—Is saving 456 engine-days per year

SAVINGS in engine-terminal time, estimated at 38 locomotive-days per month, or 456 per year, are being realized on the Norfolk & Western as the result of a complete revision in its terminal facilities at Williamson, W. Va. Under the new arrangement it is possible for a locomotive to be inspected, lubricated, washed, filled with coal, sand and water, and to have its fires cleaned, all in less than an hour. Outstanding new features of the improved terminal are a two-track engine-service building for lubrication, inspection, minor adjustments and light repairs and a three-track engine-washing platform built in combination with ash-handling facilities and water columns, so that engines may be washed and take water while their fires are being cleaned. The ash-handling facilities are of particular interest be-

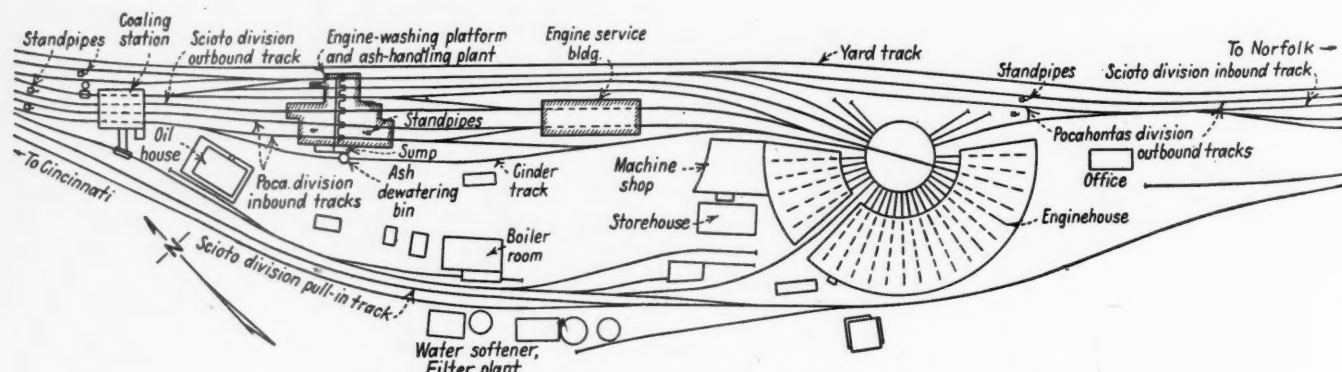
cause they are entirely hydraulic in operation—water being used to sluice the ashes from the track pits to a sump from which they are pumped to an overhead dewatering bin for subsequent loading.

The arrangement of the terminal is such that no reverse movements are necessary during any phase of the servicing operation. Instead, the locomotives make one continuous movement through the facility, regardless of direction, and emerge ready for further road service.

Williamson is the division point between the Pocahontas division on the east and the Scioto division on the west and is an assembling point for coal moving in both directions. Through merchandise trains also change engines at this point, and it is, moreover, the terminal for two local passenger trains

eastward and one train westward daily. The number of engine dispatchments varies between 65 and 85 daily.

The engine terminal formerly included two enginehouses, one of 23 stalls and the other of 21 stalls, served by 115-ft. and 100-ft. turntables, respectively. The smaller of these structures was located a short distance west of the larger one, while farther west were ash hoists, open inspection pits and a four-track coaling station. The arrangement of these facilities and their connecting tracks was such that locomotives entering the terminal area were frequently required to make one or more reverse movements before being completely serviced. Further, since all lubrication was performed in the larger of the enginehouses, locomotives proceeding to that house for this purpose were frequently delayed by



Plan of the improved engine terminal showing the location of its principal components and the arrangement of the connecting track

opposing outbound movements. The arrangement had other objectionable features in that the inspection pits, four in number, were in the open at widely separated locations, and the washing platforms, two in number, were also removed from each other. Ash-handling facilities were provided at five locations, resulting in excessive costs of operation and maintenance, as well as complications in handling cars of cinders.

The New Arrangement

The revised layout is somewhat like an assembly line in that an incoming locomotive receives, progressively, the various services needed to prepare it for a return trip in the shortest possible time. To achieve this result the smaller enginehouse and turntable, and the old washing platforms, ash hoists, and the outdoor inspection pits were retired. To replace them, a new double-track engine-service building and a combined washing platform, water station and ash-handling plant were constructed, the former being located approximately 200 ft. west of the remaining enginehouse, while the latter is approximately 350 ft. west of the new service building. Approximately 350 ft. farther west, at the extreme end of the facility, is the existing four-track coaling station, which, being entirely satisfactory in location and operation, was not involved in the improvements.

The arrangement of tracks between these installations eliminates the necessity for opposing movements of locomotives and permits engines to be completely serviced during one continuous movement through the facility. For example, eastward trains, from the Scioto division, move over the Scioto division pull-in track to a yard east of the engine-terminal area. When the engine has been cut off it is returned in backward motion over the Scioto division inbound track to the turntable where it is turned and headed west, by-passing the enginehouse unless heavy repairs are called for. It then moves over the Scioto division outbound track into the engine-service building for inspection and minor repairs and adjustments. Emerging from the building's west end, it proceeds to the new washing platform and ash plant for washing, fire cleaning and watering. From this point it goes to the coaling and sanding station and then to the west yard for assignment to westbound trains.

Service Building

Similarly, locomotives from westward trains, arriving from the Pocahontas division, move eastward in backward motion over one of the Pocahontas division inbound tracks to the coaling and sanding station. From here they move

to the washing platform and then into the service building from the west. After servicing, they are turned, also by-passing the enginehouse unless scheduled for heavy repair, and taken to the Pocahontas division outbound tracks ready for a return trip. From 45 min. to 75 min. are normally required for servicing, depending on the condition of the engine as it arrives at the terminal. Should major repairs be necessary to any engine it is moved to the enginehouse.

The engine-service building, central feature of the facility, is a 60-ft. by 165-ft. structure of brick and concrete, comprising a single large room with

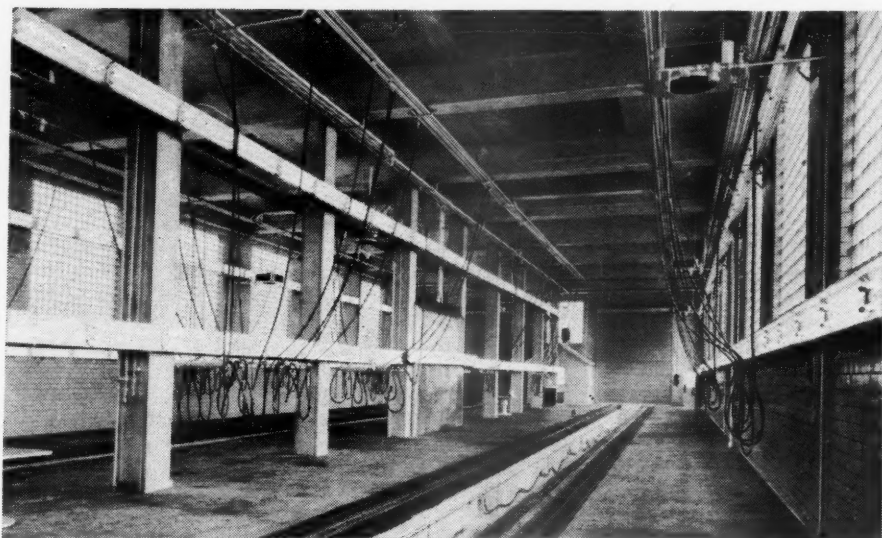
to the powerhouse for use as boiler feedwater.

Locomotive gases are removed by Swartout, valve-type, flat-roof ventilators, 10 ft. wide, extending practically the entire length of the building over each track.

Lubrication

At the east end of the building is an office of glazed brick where supervisors and inspectors may prepare their reports. A pneumatic tube between this office and the enginehouse office permits the rapid transmission of inspection reports.

The service building might well be



Interior view of the engine-service building, showing the arrangement of the lubrication stations

the long dimension in a generally east-west direction. The interior walls are of glazed brick and the structure is well daylighted with large glass-block windows. The two service tracks extend through the building, entering through large Kinnear overhead rolling doors at each end. These doors are electrically operated, with push-button controls, and are constructed of corrosion-resistant aluminum alloy.

A 135-ft. inspection pit in each track inside the building facilitates inspection of the running gear of locomotives under all weather conditions. Drainage trenches on each side of the pits carry away drainings from locomotives or excess water from washing the floors. These trenches are covered with cast-iron gratings.

Lighting is provided by fluorescent tubes in two continuous rows of Benjamin reflectors on each side of each track, one row being at a height of approximately six feet, while the other is approximately 15 ft. above the floor level. The building is heated by thermostatically-controlled Modine unit heaters, the condensate from which is returned

termed a "lubritorium," because of the elaborate pressure-lubrication system installed. A total of 16 Prime lubrication stations, four on each side of each track, are located in the building, each station consisting of several conveniently-arranged hose-and-fitting assemblies, connected to pipe lines attached to the ceiling. These lubrication stations are designed to supply under pressure the various lubricants to the fittings on the locomotives. Oil is pumped from an oil house through steam-heated pipe lines direct to the mechanical lubricators, while grease is pumped from shipping containers, which are placed in a stainless-steel cabinet in the engine-service building.

The lengths of hose provided at each station are such that the stations overlap to some extent, so that a locomotive can be completely serviced at one spotting regardless of which way it is headed. No reverse movements are necessary in the building.

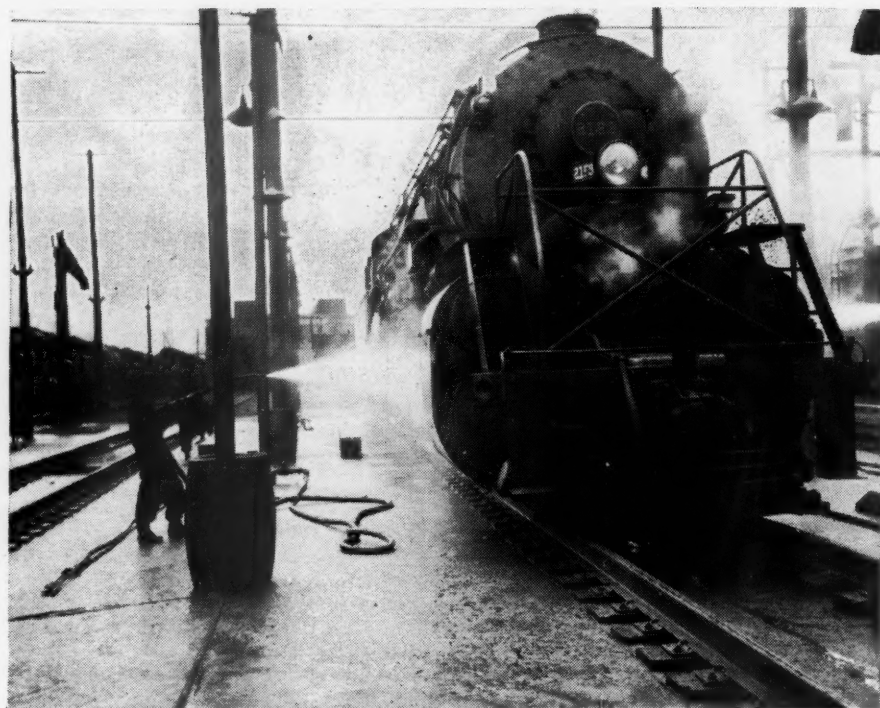
In general, six lubricants are provided at each station: Valve oil for the valves, cylinders, slip joints, feedwater pump, air pump, stoker parts subjected to

steam, and split-housing roller bearings; engine oil for driving-box pedestal shoes and wedges, engine, trailing-truck and tender pedestal shoes, crosshead guides, spring and brake-rigging pins and bushings, reverse shaft bearings, radial buffers, truck lubricators and other similar points; soft grease for valve-gear parts, wrist and knuckle pins, and friction wedges not equipped with mechanical lubrication; semi-fluid grease for roller bearings of the floating-axle type; hard grease for driving rods; and extreme-pressure oil used on side rods equipped with roller bearings.

In this "lubritorium," oil and soft greases are piped under pressure from storage directly to the locomotive. Hard grease is delivered to the driving rod bearings by means of an air-operated greasegun, which uses the grease in stick form. In addition to the greases mentioned above, certain of the stations have an additional hose for a special lubricant for the turbo-generators on locomotives. The fittings on the various special lines are so constructed that it is impossible for a careless employee to use one type of lubricant where another should have been used, an important feature in preventing engine failures on the road.

Washing Platform

Another important time-saving feature of the Williamson facility is the three-track, concrete washing platform, 140 ft. long, which, as stated, is combined with ash-handling and water-supply facilities so that the three operations may be performed simultaneously. As a loco-



Washing a locomotive at the engine-washing platform. This platform is arranged so that washing, fire-cleaning and tank-filling operations may be performed simultaneously

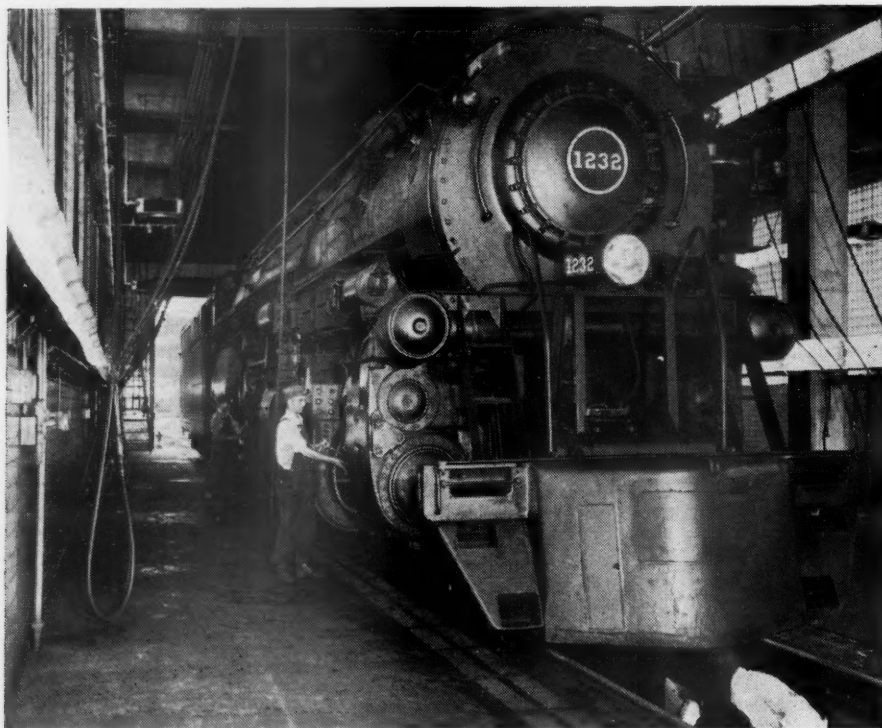
motive moves slowly onto the platform, a paraffine-base engine-cleaning oil is sprayed on. Then, while the locomotive is spotted above the ashpit, the fire is cleaned, the tender is filled with water, and the cleaning oil is washed off with clear water. As mentioned earlier, the washing platform is equipped with four standpipes, which are so arranged that tenders may be filled while the locomotives are being washed and the fires

cleaned. The platform is well-lighted for night operation by means of a system of shaded lights mounted on poles.

Ash Handling

The hydraulic ash-handling plant installed at the engine-washing platform is an entirely new development in locomotive ash-handling equipment. This system was chosen for installation at Williamson because of its suitability for use in combination with the multiple-track washing platform, its simplicity, including loading of all cinders on one track, and because it reduces the dust from ash handling to the minimum. Designed by the United Conveyor Corporation, Chicago, it is the only multiple-track installation of its type in the country, although ashes have been handled hydraulically at large power plants for some time. In this facility, ashes are dumped from locomotive ash pans into concrete hoppers, lined with acid-resistant brick, between the track rails. The floor of each hopper is sloped downward to a sluice trench, which extends transversely under the three tracks of the washing platform and three additional tracks, also fitted with hoppers, to a sump on the south side of the platform.

One of the N. & W.'s A-class locomotives being inspected and lubricated in the service building



Water, flowing at high pressure through an eight-inch supply line, issues from two nozzles at each hopper and washes the ashes from the hopper into the sluice trench. The location of the nozzles with respect to each hopper is such that the action of the water is to undercut the pile of ashes in the hopper rather than to wash them directly into the trench. Each pair of nozzles is controlled by means of a quick-acting valve located at a convenient point on the washing platform. The sluice trench is sloped to carry the mixture of ashes and water to the sump, the mixture being given added velocity by circulating water which enters the sluice trench from an eight-inch pipe at the upper end.

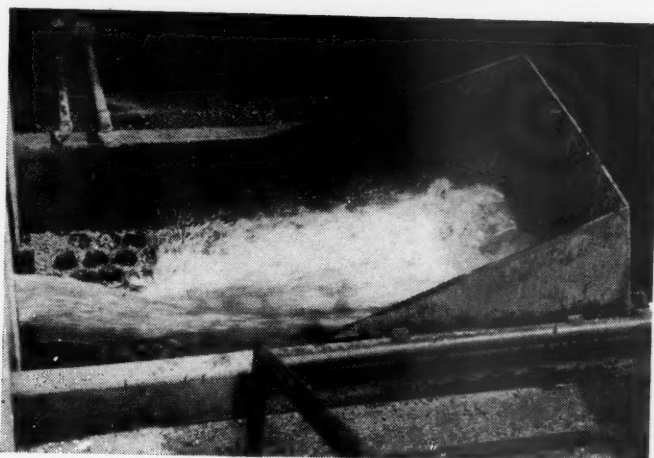
At the sump, which is equipped with grids having four-inch diameter openings, the ashes, except for large clinkers retained on the grids, settle to the bottom. From here, an eight-inch Amsco-Nagle Model T, dredge-type pump of approximately 1,200 g.p.m. capacity lifts the ashes and water to a 2,110-cu. ft. overhead storage and dewatering bin. This bin is constructed of steel plates and is cylindrical in shape with a conical bottom. When the bin is filled with ashes the surplus water is drained from the bin through a number of dewatering louvers and is directed to a reservoir located below ground level. At a convenient time, the ashes, now in a commercially dry state, are dumped into hopper cars, spotted on a cinder track directly below the bin, by opening a hydraulically-controlled gate at the bottom of the bin.

The water used in the ash-handling plant is largely contained within a closed system and is recirculated through the plant during each operation. When it is desired to move ashes from the hoppers to the dewatering bin, the first step is to place the dredge-type pump in operation, causing water to be pumped from the reservoir into the overhead bin until it overflows. The overflow water then passes through the eight-inch line already mentioned, which discharges into the upper end of the sluice trench.

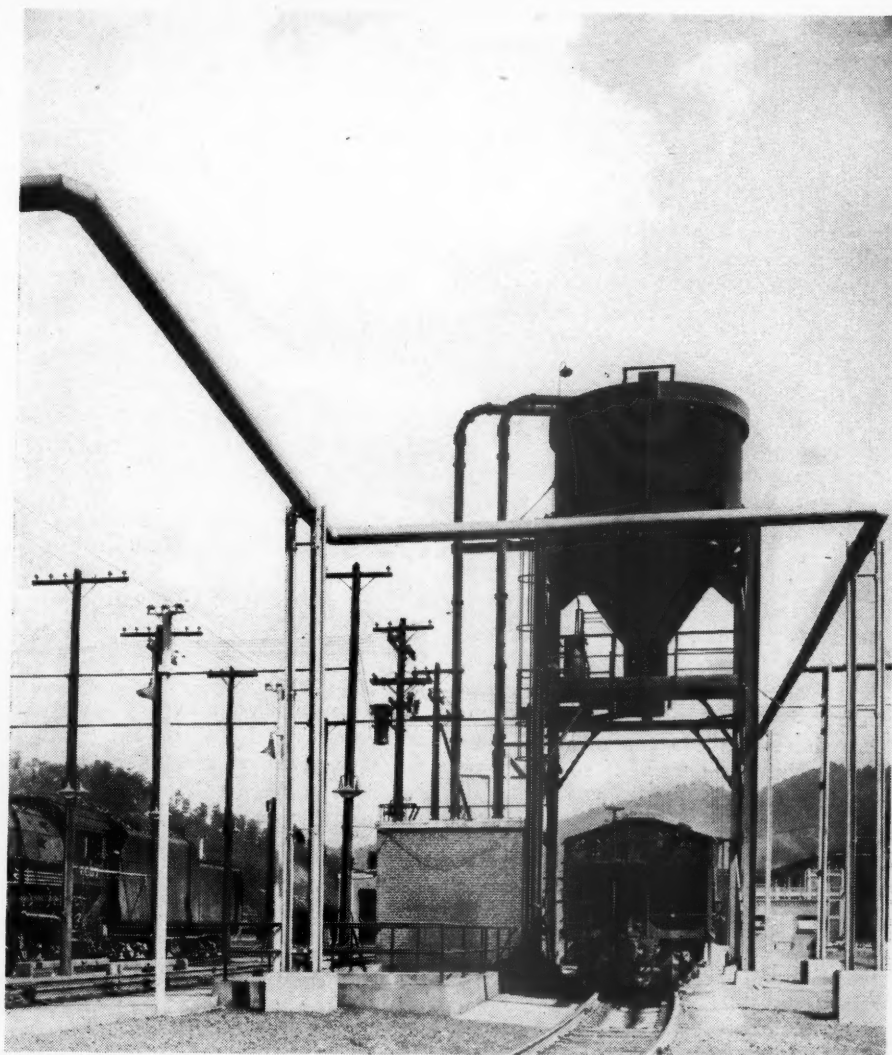
Small Force Required

With water thus flowing in the sluice trench, the nozzles are turned on at hoppers where there is an accumulation of ashes, causing them to be washed into the sluice trench and then into the sump. A certain amount of water is retained in the ashes when they are dumped from the bin, and is thus lost from the system, but this deficiency is replaced by the water from the nozzles at the hoppers, which comes from an outside source.

Although the Williamson facility is capable of completely servicing a loco-



Left—A mixture of ashes and water flowing into the sump at the end of the sluice trench of the hydraulic ash-handling plant. Below — From the sump, the mixture of ashes and water is pumped to the overhead dewatering bin, whence the ashes are loaded into cars in a commercially dry state



motive in less than an hour, a relatively small force is required to perform all of the duties connected with the servicing work. Headed by a gang leader, the force on each shift consists of locomotive inspectors, two engine supply men, one box packer, and one laborer in the engine-service building. At the washing platform are two fire cleaners, two engine washers, and one water man.

The Williamson engine-servicing

facility was designed and constructed under the general direction of W. P. Wiltsee, chief engineer of the Norfolk & Western, and W. L. Young, principal assistant engineer, cooperating with R. G. Henley, general superintendent of motive power, and A. R. Slusher, shop engineer, all with headquarters at Roanoke, Va. C. W. Fiery, resident engineer, Williamson, was in direct charge of construction.

Defend Private Enterprise in Transport

Eternal vigilance required to prevent nationalization of railroads in this country where developments that brought it in Great Britain have their analogue

DESPITE their record of achievement, the railroads are actually on the defensive as a private enterprise. In the recent great debate in Parliament it was possible for the proponents of the nationalization of British transport to point out that they were following a worldwide trend. Throughout the world government ownership represented 45 per cent of the total mileage.

Now that Great Britain has gone over to nationalization, the United States, with its great mileage, stands out steadfast as private enterprise. If the railroads of the United States were able to withstand the pressure for government control in the dangerous days of war, it would seem that the forces at work to bring about government ownership in time of peace would be less. They are, but they are nevertheless consistently at work. We must be on our guard against them at all times. The price of private enterprise is eternal vigilance against those influences that tend to undermine it.

In presenting my ideas on this important subject I propose to ask the following questions and to give my answers to them. Why did the British people, who for so long have been staunch individualists, holding their personal liberties and freedom of action as a precious heritage, yield to the idea of government extending its power over their great industry of transportation? Are the same influences at work here in the United States? If so, what can we do about it?

Attlee Relied on "Trend"

When the great debate on Bill No. 12, the Nationalization Bill, opened in the British Parliament, Prime Minister Attlee said that he did not expect any disagreement in principle on the nationalization program because it was only carrying forward the trend that had long been evident. He added, significantly, that in his opinion "it was not possible to deal with railways alone, for the various forms must be complementary and not competitive." That, I think, will always be true.

What the Prime Minister meant, it seems to me, by reference to the trend that had long been evident was the

This article is adapted from an address prepared for delivery at the annual meeting of the Treasury Division, A.A.R., at Swampscott, Mass., on October 10.

By **DR. C. S. DUNCAN**

*Economist, Association of
American Railroads*

ground work that had been laid in previous years. Its beginnings may no doubt be found in the influences let loose in the early days of Lloyd George when he first came to power and began impressing his ideas upon the people that the government should be doing more for its citizens, that the government should take on greater and greater responsibility, that government activity should be widely extended. As these ideas received acceptance, the inevitable consequence was greater and greater need for government revenues, and the source of government revenues obviously was private enterprise. Thus, capital that might have been used for the improvement of the machines and tools of private industry, the advancement and progress of science as applied to industry and the expansion and modernization of plants, was drained off into the public treasury. There was less risk capital available for private enterprise, and without risk capital it languishes.

When the British railways were returned to private management following the first world war and they were forcibly consolidated into four great systems, legislation was passed providing for a standard revenue to the railroads based upon the earnings of 1913. The entire rate system was to be revised and rates were to be established by 1928 so that the four large systems might be able to earn the standard revenue which was considered by the British government as a fair return.

Subsidies Prepared Way

Meanwhile, however, the government expended large sums of money out of its treasury for the building of a highway system duplicating and paralleling the railroad system, thus providing a roadway for buses and trucks so that they could enter the field of transportation wholly unregulated, and, with full knowledge of the rates published by railroads, placed in a position to cut under them and draw away the cream of the traffic. No fair-return rate system was ever put into effect. Conse-

quently, the railroads were never able to realize the standard revenue or fair return which was to be provided for them.

There was thus set up a vicious cycle. The railroads failed to earn a fair return. Without adequate revenues their credit was limited. Without adequate credit, funds available for improvements and betterments, for providing new machinery and better ways of operation, were restricted.

Here was the basis for complaint by the public that the railroads were not progressive. Nor did the shippers or the industrialists of the country understand or appreciate the trend or, if they did, their policy was of a short-time and not a long-time view, seeking immediate advantage without regard to consequences.

Came the second world war and government again took over the transport facilities in Great Britain. When the time arrived to consider their return to private management, the long-time trend noted by the Prime Minister was manifest.

It may be seen, I think, that underlying all this movement—and possibly the basis of the preparation for it—was a persistent undermining in the public mind of confidence in private management.

Management Attacked

In the propaganda for nationalization of the railroads in Great Britain, the proponents brought a number of charges against private management. Private industry had failed, it was claimed, as shown by the substandard of facilities, rolling stock, dingy, outmoded, old-fashioned stations, unrepaired roadways.

They said that the railways were overcapitalized; that dividends were paid instead of plowing back capital; that shares were held by a few rich men; that railways had never been able to attract new capital; that government was subsidizing them; that the railway physical plant was "a poor bag of assets"; that the railways were operated inefficiently and their directors were selected more for their social standing than for their ability; that there was no progress either in speed, electrification of the lines, or in the exploitation of the advantages of automatic train control; that trains were underloaded, resulting

in car shortages; that service generally was inadequate; that technical improvements had been neglected; that employees were required to work long hours at low pay in order that dividends might be paid; that railroads were a monopoly, and that coordination of railroad with railroad and railroad with other agencies had been made impossible.

These items have not been stated clearly if they do not have a familiar ring. Every one of them management answered item by item, and attached to many of them the words "wantonly untrue." This however, did not prevent their repetition. The British railroads were placed on the defensive in a critical period of time when money and men and materials were not to be had for rehabilitation.

Nor was the criticism limited to private management in transportation. It was extended to bankers and industrialists. I think it will always be true that the discrediting of private management in an essential industry like transportation will be extended to other business management.

"Discredit, Penalize, Destroy"

The process of the long time trend is simple—discredit, penalize, destroy.

It was not the business men, the shippers, the users of transportation who favored nationalization, but the Trade Union Congress of Great Britain. It does seem clear, however, that private managements in other industries held aloof, assuming the attitude that it was not their direct responsibility, and never exerted themselves as actively or as persistently as the proponents of nationalization. Only when the crisis was upon them did other private managements realize their vital interests were involved. It was then too late.

The downfall of private enterprise in transportation, therefore, only awaited the strategic moment. That time came following the war when improvements and betterments were not immediately to be had, when money and materials and men were unavailable, when the finger of scorn could be pointed at the roofless stations, the inadequate maintenance, the lack of new cars and locomotives.

The fact is that private enterprise in transportation, or elsewhere in fact, cannot long survive when its opponents are continuously active in undermining it while its fellow private enterprises are indifferent or mildly sympathetic. Those who support private enterprise must work as energetically and persistently as those who support nationalization.

I cannot forecast the future of nationalization in Great Britain. Of the five-man commission empowered to deter-

mine, under the minister of transport, what the government policy shall be in the planning and operation of the transport facilities, two are gentlemen of experience and judgment and three are apparently political appointees. Some 750,000 railroad employees will be added to the government payroll; 56,000 miles of line belonging to the four principal systems and 56 local companies constitute the railroads involved. In addition, there will be some 40,000 trucks and the canals with their barges, docks with their equipment and hotels to accommodate rail travellers. The government already is in charge of airways. Thus all British transport facilities, except for private truck operations circumscribed by a 25-mile radius, will follow banking, power and coal into the hands of the government. The iron and steel industry is next on the list.

Pattern Taking Shape Here

Developments which brought this about have an analogue in this country. The pattern is taking shape—discredit, penalize, destroy.

Is it not true that the discrediting of private management is already in evidence, reaching even into government circles? Is it not true that heavier and punishing burdens are piled up like Ossa on Pelion as, for example, payroll taxes, increased wages and material prices without corresponding increases in rates? Has not the government built up competing agencies by highway, waterway and in the air? We have not mentioned private ownership and operation as one of our goals even in our national transportation policy.

I do not know of a widespread, organized movement to nationalize our transport. There are groups, like the socialists and allied groups, who talk it up from time to time. But my desire is to point out the signs of the trend, the discredit of private management and the penalty burdens. Thus went England. The strategic day came. The vote favoring nationalization in Parliament was 362 ayes and 205 nays.

The Answers

The American people hear much to the discredit of railroad management, and those in the railroad field have resented its unfairness, bitterly and rightfully. They know the punishment of increased wages, taxes and material prices without adequate increases in revenues. They are all too familiar with the profit and loss account and its effect upon credit standing.

Well, what to do? Railroads must be saved to private enterprise in order to preserve our American way of life. To be saved, they must be supported. They

must be supported by all those who believe in our free private enterprise system. To drift is dangerous. If an idea is required to master an idea, then realize this—that free enterprise is as much an idea as nationalization. We must, therefore, first believe in the cause.

We in the railroad field must stand together, steadfastly and courageously. Furthermore, we must have the support of others, our competitors, the users of transportation, the bankers, the investors, and all who believe in the cause of free private enterprise.

We know what private management has achieved in the field of transportation. We know what it could do with adequate funds in transforming the vicious cycle of less income, higher costs, falling credit and restricted improvement into a rising cycle of new facilities, lower unit costs, better credit and improved service.

Private managements everywhere—not only in transportation—must be awakened to the danger of our policy of drift today. How can they know, really know, unless they are told? In Great Britain there was no association or organization of traders or business men, of users of transportation that came forward to support the nationalization bill; but those users of transportation were so negligent in the support of private enterprise that they let the pattern develop which ended in nationalization. Why? Because they thought that they might realize some immediate or temporary advantage.

Socialism in Business

It can happen here. The same trend is already in evidence and there is the same indifference for the same reasons from the users of transportation. Rates, like taxes, are sought to be escaped or transferred to someone else. It is then that socialism comes like a thief in the night and often under a pleasant guise. Beware when *expenditures* are made out of the government treasury on the *basis of benefits* rather than *charges on the basis of use*. The true test of usefulness of transport facilities should be the willingness on the part of the shipper to pay their full costs. Benefits are the socialists' dividends.

We are not free from socialism even in our American business, and certainly not in transportation. All the costs of our waterways and their improvement and maintenance for transport purposes are provided out of the federal treasury on the basis of benefits. There is no identity of interest between the one who pays the cost and the one who receives the benefit. Benefits accrue to the few who are able to use the facilities and the costs are spread out to the general

taxpayer. Highway expenditures are distributed on the benefit theory. This is true of airways. All of this is socialistic.

Unfortunately, it receives much popular support even from private management of industry.

It may readily be admitted that there

are some facilities which can only be provided by the government. This is socialistic. It can get along with private enterprise in the same economic and competitive field only by obeying the rules of private enterprise wherein costs are matched against revenues instead of benefits, wherein users pay on the basis

of use and wherein the user payments are sufficient to meet construction and operating costs, interest on investment and a proper sum toward the support of government.

In this way alone socialism can be made to harmonize with our American way.



Howard S. Palmer

Howard S. Palmer Continues as Head of Reorganized New Haven

HOWARD S. PALMER, president and chief executive officer of the New York, New Haven & Hartford since November 1, 1934, and a trustee since November 8, 1935, was elected president and chairman of the executive committee of the newly reorganized company on September 24.

As noted in *Railway Age* of September 20, Federal Judge C. C. Hincks signed an order in New Haven, Conn., on September 11 terminating the New Haven's trusteeship, which had begun on October 23, 1935, and permitting the road's reorganization committee to proceed with the reorganization plan approved earlier by the Interstate Commerce Commission.

"In starting our business life anew as an independent corporation," Mr. Palmer said, "I should like to pay tribute to the magnificent work of Judge Hincks in his administration of the

properties during the years the railroad was under his jurisdiction. The task of guiding the destinies of the railroad through the veritable maze of legal complications involved in the reorganization was a big job."

Through the Wringer

Mr. Palmer pointed out that the company has undergone a thorough financial housecleaning, the total capitalization being scaled down from \$489,023,308 in 1935 to \$384,790,963. During the same period, he added, the trustees effected a program of abandoning unused property and branch lines which were being operated at a loss, with a resultant writing off of \$40,451,000 in carrier property, thus trimming the road down to that minimum of plant and facilities necessary to provide efficient transportation service.

"The impact of increased wages and continuing price increases," he went on, "coupled with delays and difficulty in changing the prices of our product to meet these costs, places a heavy burden upon the management and its new owners at the very time economic conditions are in such an unsettled state. We do have a fine plant. Our rolling stock compares favorably with that of any other railroad. We have been in the forefront in modernization of our motive power, through the substitution of Diesel-electric power for steam locomotives. We stand third among the railroads of the country in the number of air-conditioned passenger cars operated. When we receive delivery of the 180 new daytime cars and 27 bedroom sleepers which have been on order for almost two years, no railroad in the country will be able to boast better passenger equipment."

The New Haven operates approximately 1,838 miles of road covering the states of Connecticut, Rhode Island, southern and southeastern Massachusetts and extending into southeastern New York. Its principal terminals are Boston, Mass., and New York, principal passenger-train entrance into the latter city being over the lines of the New York Central beginning near the city limits. Of the total mileage operated, about 1,284 miles are classified as main line. Electrification of the New York division from the city limits northward to New Haven, about 64 miles, and of freight yards and sidings in and between the two cities, was completed in 1914. At the end of 1945 the electrified section totaled approximately 628 miles of track.

An unusually large portion of the New Haven's total revenues are derived from passenger service, and a high percentage of its freight traffic is received from connections. Bituminous and anthracite coal are the traffic items of chief importance, amounting normally to more than 20 per cent of the entire freight tonnage and accounting for about 11 per cent of freight revenues. Relatively small railroad competition is encountered for traffic originating in its territory, but there is severe truck competition because of the highly developed territory and the nature of the traffic.

Because of this, originated tonnage declined sharply in the Thirties and, on October 23, 1935, the company filed a petition for reorganization under section 77 of the National Bankruptcy Act.

The petition was approved by Judge

Hincks and on November 8, 1935, the court appointed as trustees Mr. Palmer, Winthrop M. Daniels and James L. Loomis. Mr. Daniels was relieved in 1937 by Henry B. Sawyer.

On June 1, 1937, a reorganization plan for the New Haven, the Old Colony, the Hartford & Connecticut Western and the Providence, Warren & Bristol was filed with the court and the I.C.C. Following a series of hearings and consideration of many proposals, the commission, on February 8, 1944, corrected and amended its final plan dated July 20, 1943, and on March 6 entered an order approving it. The commission denied a petition by the Commonwealth of Massachusetts which claimed that the acquisition of the Old Colony and the Providence, Warren & Bristol by the reorganized New Haven would not be in the public interest. Judge Hincks signed a decree confirming the plan and denying all objections. (See *Railway Age* of March 11, 1944, page 522.)

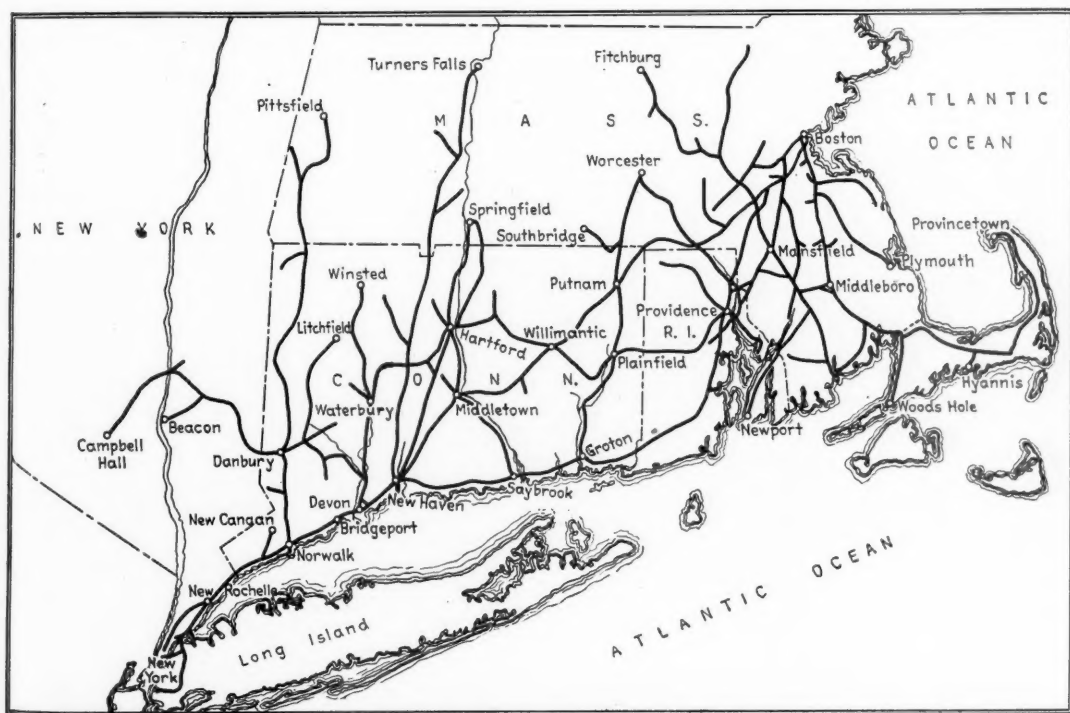
Massachusetts Objects

The plan provides that the effective date of the reorganization shall be July 1, 1943, but that the "effective date" thus fixed is merely a computation date to determine the extent to which the claims of the present creditors shall be capitalized in new securities and that it is not to affect any of the creditors' claims pending the actual issue of new securities. Also, subject to court approval, the reorganization committee may compute the amounts of the claims of creditors for capitalization in new securities to any other date than July 1,

1943. Judge Hincks was reported to have said that his decree of September 11 left the reorganization of the Boston & Providence to the Massachusetts courts, adding that if the state courts disapproved reorganization plans for the affiliate the federal district court would have complete flexibility of action.

Based upon obligations, partly estimated, as of June 30, 1943, the capitalization of the reorganized company, subject to change by payment before the consummation date of the principal of bonds or bond interest due before the effective date and the reduction of equipment obligations or other liabilities, will consist substantially of the following: \$14,929,400 of undisturbed equipment obligations; \$21,422,000 of underlying bonds; \$9,150,000 of collateral trust notes; \$91,492,387 of first and refunding mortgage 4 per cent bonds; \$86,112,710 of income-mortgage 4½ per cent bonds; \$47,639,172 of 5 per cent preferred stock (\$100 par value); and \$94,254,331 of common stock (\$100 par value). The plan further provides that an additional \$7,500,000 of first and refunding bonds may be issued at the discretion of the board of directors any time after the plan becomes effective and without the necessity of the reorganized company meeting any of the issuance requirements of the first and refunding mortgage.

Mr. Palmer was born in East Sumner, Me., on January 13, 1885, and was educated in the public schools there. During his summer vacations, before 1901, he worked as a telegraph operator and relief agent for the Portland & Rumford Falls. From 1901 to 1907 he held various positions in the passenger and freight accounting departments. Beginning with the New Haven in 1907 he worked successively during the next eight years as a clerk in the freight accounting department, assistant traveling auditor, express accountant and statistician. During the three following years he was auditor of disbursements and in 1918 he was appointed federal auditor. In 1920 Mr. Palmer was appointed comptroller. Nine years later he became vice-president in charge of finance and accounting, which position he held until his selection as president and chief executive officer.



I. C. C. Grants Interim Rate Increase

Approves emergency advance in virtually full amount sought by railroad motion in Ex Parte 166; boost, estimated at 8.9 per cent overall, expected to yield \$125,200,000 during remainder of this year

IMMEDIATE freight-rate increases in virtually the full amount sought by the railroads in the so-called interim phase of the Ex Parte 166 proceedings have been granted by the Interstate Commerce Commission. The railroad motion for immediate relief asked approval of a 10 per cent increase in all rates and charges except those on iron ore and on coal and coke, including lignite, where respective increases of 10 cents per ton, net or gross as rated, and 10 cents per net ton or 11 cents per gross ton were sought; and the commission has gone along on that proposal, except for its refusal to approve any increases in charges for perishable protective services against heat and cold and on iron-ore line-haul rates to, or handling charges at, the upper Great Lakes ports.

The decision was dated October 6 and made public October 7, the eighteenth day after the interim phase was submitted with the conclusion on September 19 of oral argument before the entire commission. The order authorizes the railroads to publish the necessary tariffs on three-days' notice, and every effort was being made this week to file in time to make the increases effective on October 13. The increases approved for the railroads are approved also for petitioning water carriers and freight forwarders.

\$125.2 Million More This Year

A notice from I.C.C. Secretary W. P. Bartel, which accompanied the decision, stated that members of the commission's staff had estimated that the net effect of the approved adjustment would be an overall increase of 8.9 per cent over the current rates on all freight. The staff estimated further that the increases, "if made promptly," will yield the railroads, for the remainder of this year, a total of \$125,200,000, divided approximately as follows: Eastern district, \$47,000,000; Pocahontas region, \$5,700,000; Southern region, \$18,200,000; Western district, \$54,300,000.

All members of the commission participated in the decision, including Director J. Monroe Johnson of the Office of Defense Transportation; and all concurred in the report and orders. There were no dissents or separate ex-

Gross \$600 Million More

The Interstate Commerce Commission estimates that the effect of the emergency rate increase will be to increase railroad revenues for the remainder of this year about \$125 million. On an annual basis it would produce additional revenues of a shade over \$600 million, based on 1947 traffic.

pressions of any kind. In cutting through the opposition evidence to its conclusion that immediate relief should be granted, the commission found that the increasing costs posed a threat to the maintenance of adequate service.

"Our duty," the commission said, "is plain. The law requires us to give due consideration, among other factors, to the need of revenue sufficient to enable the carriers under honest, economic, and efficient management to provide adequate and efficient railway transportation service for the nation."

Inflation Factor "Outweighed"

"It has been strongly urged upon us by responsible authorities that any increase in freight rates and charges at the present time might stimulate already existing inflationary forces. But in our judgment that factor is far outweighed by the necessity of keeping the carriers, in the face of higher costs of operation,

Further Hearing as "Speedily as Possible"

The notice which Interstate Commerce Commission Secretary W. P. Bartel issued in connection with the commission's decision on the interim-relief phase of the Ex Parte 166 rate-increase case stated that the basic petition's request for a permanent increase of 27 per cent would be set for hearing "as speedily as possible at convenient places in each of the four rate territories."

in a reasonably healthy condition in order that they may maintain their credit, procure additional equipment that is now urgently needed, and rehabilitate and improve their properties generally to take care of the demand of the public for adequate transportation service.

"We are fully conscious of the fact that freight rates must be paid by shippers and receivers of freight and ultimately borne by the commerce of the country. It is clear to us, however, that increasing costs of operation now pose and unchecked will continue to pose a serious threat to the maintenance of adequate transportation service; that the railroads as a whole, and many of the most important railroads of the country in particular, are definitely facing such a threat; that the public vitally needs an efficient transportation service, and imperatively demands a transportation system that is adequate for the national defense in any emergency. So far as we are able to act these immediate needs may be met measurably by granting the request of the petitioners for interim increases, with minor exceptions."

Among the report's specific findings was one stipulating that the authorized adjustment was required "(a) for carrying out the purposes of the national transportation policy, and the development, coordination, and preservation of a national transportation system adequate to meet the needs of commerce, the postal service, and the national defense, and in order that freight rates and charges shall be such as to move the greatest volume of traffic, while providing adequate and efficient transportation at the lowest cost consistent with the furnishing of such service, and (b) to enable the petitioning and intervening carriers and freight forwarders under honest, economical, and efficient management to provide such service, and (c) to meet increased wages of their non-operating employees effective September 1, 1947, the additional payroll taxes incident thereto, and increased costs of materials and supplies."

No Time for Refinements

Dealing with presentations of shippers who made showings looking toward the

"shading or complete exemption of their commodities" from the increases, the commission said that it could not deal with such refinements in the interim report "unless time is to be wholly disregarded." It added: "the vastness of the country and the complexity of its commerce preclude it. We believe this is generally understood." Those matters, the report said in another place, "must be left for determination upon more extensive investigation in connection with the other phases of this proceeding," i.e., the basic railroad petition for authority to make permanent increases averaging 27 per cent for the country as a whole. As to this permanent phase which was sidetracked to get expedited action on the motion for immediate relief, the commission said in the present report: "We hope, by expedition in the proceedings upon the main issue, with the cooperation of all interested, that the interim period may be relatively short."

The denial of the increase in charges on protective services was based on a finding that such an increase had not been shown on the record to be just and reasonable. "There is no evidence showing to what extent, if any, the cost of ice or furnishing protective service against cold has been increased during the period under consideration," the report had said previously. That part which discussed the commission's refusal to extend the increases on iron ore to roads serving the upper lake ports had this to say:

Ore Roads Found Prosperous

"The financial situation of the major ore-carrying roads at the head of Lake Superior constitute an exception to the general showing. . . . Their position seems strong, and they are in no such immediate needs as the Great Northern, Chicago, Milwaukee, St. Paul & Pacific, and Chicago & North Western, which are also ore-carrying roads, but neither in amount carried nor relatively to their whole tonnage are they to be considered in the class with the major ore-carrying systems at the head of the lakes.

"In the year 1946, the three principal carriers of this traffic earned rates of return on their so-called depreciated investments ranging from 4.98 to 12.19 per cent, as contrasted with that of all Class I roads of 2.75 per cent. The relative showing is still improving, the estimated rates of return of the two principal carriers for the entire year 1947 being 14.02 and 19.29, respectively, even considering the recent increases in wages and materials. In our authorization of general increases December 5, 1946 [Ex Parte 162] we found none were warranted in the rates or handling charges on iron ore to the upper lake

ports. The present situation is similar and even stronger, in favor of exemption of this particular traffic than was found."

The report occupied 29 double-spaced mimeographed sheets. It was general in nature and confined to the interim phase, the commission noting that its present conclusions "will not prejudice in any way the conclusions we may ultimately reach when the record is completed upon the whole case." Meanwhile, the report had reviewed briefly proceedings leading to the present report. The railroad motion was filed on September 9 at the opening session of the public hearings and the interim phase was submitted 10 days later when the oral argument was concluded. No party requested permission to file a brief.

"Heartening," Says Faricy

President William T. Faricy of the Association of American Railroads characterized as "heartening to the railroad industry" the temporary increase in freight rates granted by the Interstate Commerce Commission. Mr. Faricy said that he sees in the commission's action "an indication that this governmental agency recognizes the emergency nature of the financial situation in which the railroads now find themselves."

"Although the temporary increase will be helpful in tiding the railroads over the immediate critical period that lies ahead because of the recent wage increase," Mr. Faricy commented, "it is essential that the railroads be given as soon as possible further and adequate increases in freight rates. It is essential because unless the railroads can make ends meet and earn a fair and reasonable return on the money invested in their properties, they will not be able to keep financially and physically strong, which is so vital to the nation's prosperity and security."

Asserting that trends for the future, as to traffic and revenues, "necessarily constitute the crux of the case, at this stage of the proceeding," the commission proceeded first to discuss the increases granted in general freight-rate and passenger-fare proceedings of this year and last. It calculated that such advances have increased railroad revenues by approximately \$1,387,000,000 a year, including \$1,200,000,000 from the Ex Parte 162 freight-rate increase

and \$187,000,000 from advances in passenger fares.

What Ex Parte 162 Covered

As the commission read the original petition filed by the railroads in the present case, its supporting argument included reliance on the additional wage increase of $2\frac{1}{2}$ cents per hour, effective May 22, 1946, the increase in payroll taxes under the Crosser Act, effective January 1, 1947, and the "substantial increases" in prices of materials and supplies. "We observe," the report said, "that the first two of these were quite clearly brought out in the record in the former case [Ex Parte 162], as was the trend of material costs (including fuel) as then discernible, and these were considered by us in the decision that resulted in an overall increase of nearly 18 per cent in freight rates, effective January 1 of the present year. Our findings of reasonableness necessarily gave consideration to these facts."

The report then went on to discuss railroad evidence to the effect that their costs have further increased approximately \$625,000,000 on an annual basis since the original petition in the present case was filed on July 3. Reference was also made to railroad estimates that the overall increase of 17 per cent sought in that original petition would yield approximately \$1,091,000,000, and that the permanent increase of 27 per cent now sought in the revised petition would yield \$1,873,000,000. "It is to be noted as a matter of common knowledge," the commission here observed, "that of the \$782,000,000 difference between these estimates, a considerable portion of the additional revenue, if derived by petitioners, would be passed on to the federal government and a smaller amount to certain states, as taxes, and the petitioners would derive no benefit therefrom."

Big Shippers Didn't Protest

The review of protestants' evidence makes specific comment on presentations made by the Department of Agriculture, Department of Interior, and National Association of Railroad and Utilities Commissioners, while there was a general discussion of the presentations made by shipping interests. In the latter connection the commission said that "by and large throughout the hearing the shippers cooperated fully" in the endeavor to expedite the interim phase, withholding their testimony as to the effect of the permanent proposal. It also called it "noticeable that but small segments of the great iron and steel, bituminous coal and anthracite, packing house, and heavy manufacturing indus-

(Continued on page 68)



Outdoor storage of some of the supplies and materials purchased by the railroads in what seems likely to be a record year in the volume of railroad buying. New York Central storehouse at Beech Grove, Ind.

7 Months' Buying 29 Per Cent Over '46

Railroad purchases of materials, supplies and fuel in this period reached \$1,088,000,000, or \$241,000,000 above the same months last year; and with equipment orders total outlay neared \$1½ billion

ONCE again heavy equipment orders have helped to offset a lag in railroad buying of materials and supplies, keeping the total of railroad buying in July well above a \$200,000,000 monthly average. Equipment orders were up \$1,510,500 from June orders of \$63,838,000, or approximately 2 per cent. This total included \$56,973,500 for 14,865 freight cars and \$8,375,000 for 32 Diesel-electric locomotives.

Spending for Rail

Rail purchases likewise showed an increase, but buying of other manufactured materials fell off 3 to 7 per cent from June buying, with a median decline of 5 per cent for manufactures. It is interesting to note that while purchases during June fell off 7 per cent (*Railway Age* of September 13, page 78) from May, total inventories of

1947 RAILWAY PURCHASES

During July Class I railroads spent \$205,655,500 for equipment, supplies, and materials, bringing to nearly \$1½ billion the total volume of purchases during the first seven months of the year.

	July, 1947	Cumulative total, 1947
Equipment*	\$65,348,500	\$399,928,400
Rail	7,345,000	49,223,000
Crossties	7,438,000	53,894,000
All other materials	81,661,000	618,494,000
Total from manufacturers	\$161,792,500	\$1,121,539,400
Fuel	43,863,000	366,653,000
Grand total	\$205,655,500	\$1,488,192,400

* Amount placed on order.

materials, supplies, and fuel as of July 1 were up nearly \$7,000,000, or somewhat less than 1 per cent. Part of the effect of price increases on railway material buying thus can be seen.

Tables Explained

The accompanying tables have columns for comparison by percentage. (All percentages are given to the nearest whole number.) Each month or seven months of a year is compared to the present month (July) or to the first seven months of this year. Percentage figures indicate the rise or fall of this month's or this year's purchases from decline of 5 per cent for manufacturers.

Thus, in the first table, July purchases of manufactured materials and supplies are 17 per cent above those of July, 1946, etc.

July* Purchases of Manufactured Goods (Excl. Fuel & Equipment)

Year	Amt.	% Change
July '47 Compared to Other Julys (000)		
1941.....	\$69,862	+ 38
1942.....	66,124	+ 46
1943.....	74,615	+ 29
1944.....	86,971	+ 11
1945.....	83,978	+ 15
1946.....	82,185	+ 17
1947.....	96,444	

* Subject to revision.

Month	Amt.	% Change
July '47 Compared to Other Months '47 (000)		
Jan.	\$101,888	— 5
Feb.	92,196	+ 5
Mar.	104,313	— 8
Apr.	115,189	— 14
May	109,699	— 12
June	101,982	— 5
July	96,444	

Year	Amt.	% Change
Seven Month Totals '47 and Other Years (000)		
1941.....	\$340,442	+112
1942.....	521,571	+ 38
1943.....	463,928	+ 56
1944.....	591,760	+ 22
1945.....	570,668	+ 26
1946.....	540,509	+ 34
1947.....	721,611	

July* Purchases of Rail

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)			Seven Month Totals '47 and Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1941.....	\$4,690	+ 57	Jan.	\$7,810	— 6	1941.....	\$34,495	+ 43
1942.....	5,569	+ 32	Feb.	7,109	+ 3	1942.....	34,512	+ 43
1943.....	4,332	+ 70	Mar.	6,855	+ 7	1943.....	31,565	+ 56
1944.....	5,597	+ 31	Apr.	6,843	+ 7	1944.....	44,855	+ 10
1945.....	6,989	+ 5	May	7,085	+ 4	1945.....	42,648	+ 15
1946.....	5,670	+ 30	June	6,178	+ 19	1946.....	29,866	+ 65
1947.....	7,345		July	7,345		1947.....	49,223	

July* Purchases of Crossties

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)			Seven Month Totals '47 and Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1941.....	\$4,146	+ 79	Jan.	\$7,179	+ 4	1941.....	\$27,760	+ 94
1942.....	5,682	+ 31	Feb.	6,704	+ 11	1942.....	39,904	+ 35
1943.....	7,550	— 1	Mar.	7,930	— 6	1943.....	42,807	+ 26
1944.....	7,475	— 1	Apr.	8,819	— 16	1944.....	50,159	+ 7
1945.....	5,778	+ 29	May	8,148	— 9	1945.....	40,647	+ 33
1946.....	7,851	— 3	June	7,676	— 3	1946.....	50,428	+ 7
1947.....	7,438		July	7,438		1947.....	53,894	

July* Purchases of Other Materials

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)			Seven Month Totals '47 and Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1941.....	\$61,026	+ 34	Jan.	\$86,800	— 6	1941.....	\$378,187	+ 64
1942.....	54,873	+ 49	Feb.	78,383	+ 4	1942.....	447,155	+ 38
1943.....	62,733	+ 30	Mar.	89,528	— 9	1943.....	389,556	+ 59
1944.....	73,899	+ 11	Apr.	99,527	— 18	1944.....	496,746	+ 25
1945.....	71,211	+ 15	May	94,466	— 16	1945.....	487,373	+ 27
1946.....	68,664	+ 19	June	88,128	— 7	1946.....	460,215	+ 34
1947.....	81,661		July	81,661		1947.....	618,494	

July* Purchases of Fuel

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)			Seven Month Totals '47 and Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1941.....	\$29,693	+ 48	Jan.	\$58,490	— 25	1941.....	\$188,027	+ 95
1942.....	35,152	+ 25	Feb.	54,612	— 20	1942.....	239,240	+ 53
1943.....	43,695	+ 1	Mar.	57,447	— 24	1943.....	305,796	+ 20
1944.....	47,384	— 7	Apr.	51,486	— 15	1944.....	353,443	+ 4
1945.....	47,049	— 7	May	51,561	— 15	1945.....	329,216	+ 11
1946.....	50,270	— 13	June	48,768	— 10	1946.....	305,349	+ 20
1947.....	43,863		July	43,863		1947.....	366,653	

July* Total Purchases (Excl. Equipment)

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)			Seven Month Totals '47 and Other Years (000)		
Year	Amt.	% Change	Month	Amt.	% Change	Year	Amt.	% Change
1941.....	\$ 99,555	+ 41	Jan.	\$160,279	— 12	1941.....	\$ 628,469	+ 73
1942.....	101,276	+ 39	Feb.	146,808	— 4	1942.....	760,811	+ 43
1943.....	118,310	+ 19	Mar.	161,760	— 13	1943.....	769,724	+ 41
1944.....	134,355	+ 4	Apr.	166,675	— 16	1944.....	945,203	+ 15
1945.....	131,027	+ 7	May	161,260	— 13	1945.....	899,884	+ 21
1946.....	132,455	+ 6	June	150,749	— 7	1946.....	845,858	+ 29
1947.....	140,307		July	140,307		1947.....	1,087,838	

July* Inventories of Rail

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1941.....	\$22,941	+ 16	Jan.	\$39,192	— 12
1942.....	20,811	+ 28	Feb.	31,447	— 16
1943.....	22,729	+ 17	Mar.	31,217	— 15
1944.....	25,213	+ 5	Apr.	29,775	— 11
1945.....	22,716	+ 17	May	26,875	— 1
1946.....	26,536		June	27,990	— 5
1947.....			July	26,536	

* Subject to revision.

July* Inventories of Crossties

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1942.....	\$58,835	+ 51	Jan.	\$83,891	+ 6
1943.....	56,863	+ 56	Feb.	88,293	+ 1
1944.....	75,244	+ 18	Mar.	92,861	— 4
1945.....	67,450	+ 31	Apr.	97,549	— 9
1946.....	76,000	+ 17	May	89,906	— 1
1947.....	88,686		June	89,782	— 1
			July	88,686	

July* Inventories of Miscellaneous Materials and Supplies

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1942.....	\$393,419	+ 41	Jan.	\$476,625	+ 16
1943.....	373,205	+ 48	Feb.	490,734	+ 13
1944.....	418,408	+ 32	Mar.	498,159	+ 11
1945.....	450,773	+ 23	Apr.	519,985	+ 6
1946.....	456,505	+ 21	May	535,071	+ 3
1947.....	553,227		June	542,096	+ 2
			July	553,227	

July* Inventories of Scrap

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1942.....	\$10,816	— 15	Jan.	\$12,572	— 17
1943.....	10,267	— 10	Feb.	11,929	— 23
1944.....	9,683	— 5	Mar.	17,017	— 54
1945.....	9,491	— 3	Apr.	11,221	— 18
1946.....	11,036	— 16	May	12,766	— 28
1947.....	9,239		June	10,929	— 15
			July	9,239	

July* Inventories of Fuel

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1942.....	\$48,408	+ 17	Jan.	\$49,873	+ 13
1943.....	55,595	+ 2	Feb.	51,164	+ 11
1944.....	62,558	— 10	Mar.	52,234	+ 8
1945.....	53,708	+ 5	Apr.	51,207	+ 10
1946.....	44,691	+ 27	May	55,973	+ 1
1947.....	56,565		June	56,510	+ 1
			July	56,565	

July Total Inventories

July '47 Compared to Other Julys (000)			July '47 Compared to Other Months '47 (000)		
Year	Amt.	% Change	Month	Amt.	% Change
July 1, 1942.....	\$534,419	+ 37	Jan.	\$653,153	+ 12
1943.....	516,741	+ 42	Feb.	673,567	+ 9
1944.....	588,622	+ 25	Mar.	691,487	+ 6
1945.....	606,638	+ 21	Apr.	709,738	+ 3
1946.....	610,948	+ 20	May	720,591	+ 2
1947.....	734,253		June	727,307	+ 1
			July	734,253	

* Subject to revision.

Rate Increase Granted

(Continued from page 65)

tries, have made representations, and that such as have made showings . . . have presented special problems of their own."

Commenting on the railroad offer to make reparation payments as to any shipment upon which the interim increase of 10 per cent is greater than the maximum increase sought in the proposed permanent adjustment, the commission served this notice: "Upon the record we warned all parties that such agreements can have no force except as we may make the requisite find-

ings as to reasonableness upon a special-docket application. Agreements of this character cannot bind the commission."

The remainder of the report was largely a highlight review of evidence as to the railroads' present and prospective financial position. As the commission pointed out, much of this testimony related to what the returns for the calendar year 1947 may show. "It is clear," it added, "that during the calendar year there have been marked increases in operating costs wholly beyond the power of petitioners to prevent; and it is also clear that when by our order of December 5, 1946, in Ex Parte No. 162 we authorized increases in rates in a carefully devised and balanced sched-

ule, we could not foresee the changes that have come about during the last few months. We authorized the basis of rates now in effect as just and reasonable, based on the facts then known and shown of record. The factual basis has changed."

Specific Findings

Specific findings, in addition to those mentioned above, stipulate that the authorized adjustment shall be applied "as a percentage increase in the amount of the total freight charges as shown by the freight bill, exclusive of the 3 per cent federal transportation tax, except as otherwise provided on coal, coke,

lignite, and iron ore." Fractions of less than 1/2 cent are to be dropped and fractions of 1/2 cent or more are to be converted to the next higher full cent.

The finding as to the increases on coal, coke and lignite, provides that, in applying the increases of 10 cents per net ton or 11 cents per gross ton to combination rates over rail-water-rail routes, the aggregate amount of the two rail factors shall be considered as the rate to be increased, and be subjected to a single increase. A single increase is also to be applied to rail-barge and barge-rail movements of coal, coke, or lignite.

Another finding provides that the authorized increases may be applied to joint rates with water carriers or motor carriers "to the same extent and in the same manner as is provided for all-rail rates." As to divisions, it is provided that where carriers earn specific stated amounts out of joint rates, such amounts should be increased in the same percentages as the joint through rates. In addition to authorizing publication of the tariffs on three-days' notice, the orders accompanying the report grant the necessary fourth-section relief and make any required modifications of outstanding commission orders.

Vista Dome Coaches

(Continued from page 54)

with a roll stabilizer to dampen side sway. They are fitted with Timken roller bearings for 6-in. by 11-in. journals. The bearings are protected against overheating by the stench-bomb and smoke-bomb system. Shock absorbers are applied for both lateral and vertical motion.

Sound deadening is applied at center plates, spring sets, and between the ends of the journal boxes and equalizers.

Brakes

The cars have Budd disk brakes. These are operated by the Westinghouse HSC air-brake equipment arranged for electro-pneumatic control. The anti-wheel-slide device is furnished by the American Brake Shoe Company.

The draft gears are of the Waughmat Twin-Cushion type fitted with A.A.R. Type H tight-lock couplers and the A.A.R. Type 6 uncoupling mechanism.

These cars are equipped with radio, sound-recording, and a public address system. Each has six speakers located in the passenger sections. There are trainlines for the radio and for the intercommunicating telephone system for the purpose of connecting various points in the train.

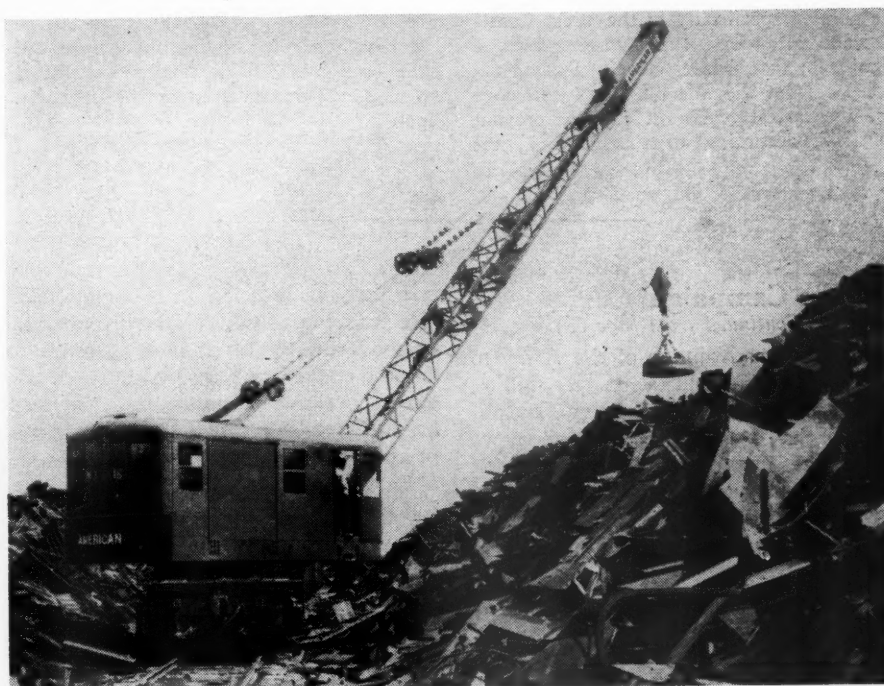
Diesel-Electric Locomotive Crane

A new Diesel-electric locomotive crane, known as the American Dieselectric, in which electric power is used for travel and Diesel power for turning and lifting, has been introduced by the American Hoist & Derrick Co., St. Paul, Minn. The crane has a rated capacity of 40 tons and, in addition to hook work, is said to be adapted for use with grab bucket, grapple, magnet and for car switching.

The design is based on a series of recent patents under which electric power is used for travel along the rails

from a traction generator actuated by the Diesel engine. The electrified drive is said to provide smooth, fluid starting, minimizing the strain caused by jerky starts, and to eliminate many major moving and wearing parts, a fact that is claimed to reduce maintenance as much as 50 per cent. Another patented feature is the use of electric power from the traction generator for energizing the lifting magnet, with over-excitation for maximum loading.

Cost and performance studies of this crane, covering more than 10 years of extensive field tests, are said to indicate it will earn back its original cost at a relatively rapid rate, through economies in operation and maintenance.



An American Dieselectric locomotive crane operating with a lifting magnet

* * *

COMMUNICATIONS . . .

MacMillen Challenges A. A. R. Figures

CLEVELAND, OHIO

TO THE EDITOR:

I read with interest the article on page 52 of the August 30 issue of *Railway Age*, which described at some length "Studies conducted by the Car Service Division of the Association of American Railroads." These studies purported to show that no significant savings could be effected by increasing freight train speeds.

Since the Federation for Railway Progress first made public the facts which suggested that schedules for "fast" freights in certain sections of the country were

arrived at by agreement, your article was of particular interest, and I accordingly made some inquiries to find out about these studies. I think the results of my inquiries will be of interest to you and possibly to your readers, for I learned:

1. That no real study has been made of this subject—but rather a simple calculation made based upon available statistics.

2. That the A. A. R.'s own calculations, which you reported, are susceptible of different conclusions, which really show the potential savings involved.

The A. A. R. calculates the potential savings in faster schedules to be 3,785 carloads per day or 117,335 additional carloads for the month of May. Since the average freight car was loaded twice during the month of May, it is apparent that these potential savings would have been

the equivalent of the delivery of some 58,000 new cars.

In view of the fact that only about 31,000 freight cars were installed on all American railroads during the first eight months of this year (fewer than were retired), it seems to me that the A. A. R. in placing the emphasis on the percentage of "the current daily freight car shortage"—an ephemeral figure, at best—is misleading the readers of its "study."

Of course, the A. A. R. believes that even a five mile per hour increase in average freight train speed for all Class I roads is "impractical." We have made no mention of an increase in the "average freight train speed for all Class I roads." We did suggest that freight cars could be made available by speeding up freight trains in those instances where there were conformities in schedules induced by considerations other than the public interest—and we pointed specifically to the West Coast-Chicago situation. In this regard it is significant that, while seventh morning deliveries from the West Coast to Chicago are the fastest and most efficient possible in 1947, according to the A. A. R., the

same railroads traveling the same routes were able to make sixth morning deliveries back in 1939.

WILLIAM C. MACMILLEN, JR.
President
Federation for Railway Progress

Suggests Printed Cards in Rest Rooms

OAK PARK, ILL.

TO THE EDITOR:

Referring to the editorial, "A Case Where the Side Lines Are Safest," in the *Railway Age* of August 30, the situation discussed might be helped by the use of printed cards, tacked up in conspicuous places, reminding the careless ones to co-operate. A suggested wording is as follows:

*Please Help Us to Keep This
Room Clean for YOU.
Your Cooperation Is Necessary.*

I have made this suggestion before and have been told that it is effective. It is an idea that undoubtedly can be improved upon.

MARGARET O'DONNELL

Traffic Campaign

(Continued from page 55)

part," to the advantage of the Army to the extent of about a quarter billion dollars, and to the Army-Navy Consolidating Service and the movement of troops as examples of the work of trained transportation men, General Gross asserted: "We embraced you in the last war and we want to hold fast to you forevermore."

D. of J. Wants Page One

With regard to attacks on Army payments to the railroads, the former Chief of Transportation argued that the investigations have not come off "because the record is clean." He attributed the excitement to the fact that the Department of Justice smarted from wartime obscurity and "was itching to get on page one." Also, he said, "there was an eager pair of senators—Republicans I'm ashamed to admit—who wanted to stir up scandal. General Gross said the Army "still is anxious to hold on to that which is good"; has a big peacetime transportation load; and must continually prepare for war. To that end he found the Army Transportation Association to be an ideal means of binding together industry and the Army.

Large portions of several separate sessions of the annual meeting were devoted to the activities of the Associated Traffic Clubs Foundation, incorporated late in 1945 as a non-profit corporation, to promote "the development of public appreciation of the value, responsibility

and integrity of traffic administration in directing the assembly and distribution of goods and the carriage of passengers, and the traffic man's responsibility to the general welfare of industry . . . carriers and the public, through the efficient use of all types of transportation."

President Fred A. Doebber of the foundation set forth its aims and methods and listed well-known men in industry and transportation who had endorsed its ends. An immediate campaign for the raising of funds was outlined to the membership by Carl Harris, head of a professional fund-raising organization. The spending of these funds in an intensive campaign of advertising and publicity was described by Joseph Finn, vice-president of Reincke, Meyer & Finn, a Chicago advertising firm specializing in transportation accounts. Stressing the advertising man's dependence upon "product" for his effectiveness, Mr. Finn stated that the case histories of the work of traffic management were an excellent "product"—"an intensely romantic business story." He stated his recommendation that the foundation place its advertising copy in six magazines which best reach industry-wide top-management, in his opinion. He said these magazines have a total business and industrial circulation of 2,543,204.

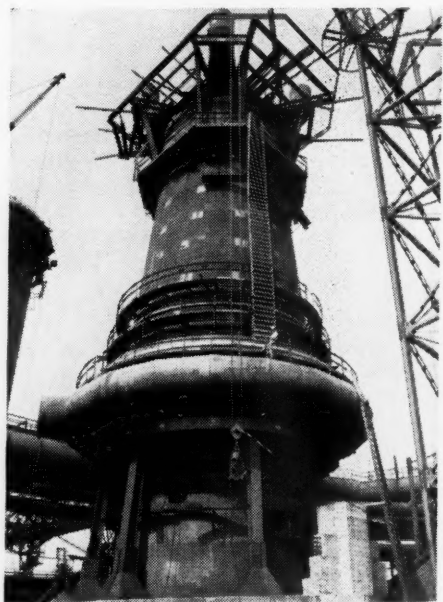
C. H. Beard, president of A. T. C., presiding over the meeting of the Council of Club Presidents, urged the increase of sustaining memberships in the organization. Regarding the possibility of a national traffic club publication he said the directors had given much at-

tention to it but had "not yet gotten down to short strokes." He said that the survey of educational work by local clubs made by Dr. G. Lloyd Wilson, vice-president of the committee on education and research, had been disappointing because only 29 clubs replied. He also referred to consideration of "a clearing house for the employment of traffic personnel" and to the recent distribution by A. T. C. of an enlarged speakers' list.

The following officers elected or re-elected: President, Frank L. De Groat, general traffic manager, Schlitz Brewing Company, Milwaukee, Wis.; executive vice-president, J. P. Krumech, g. t. m., American Car & Foundry Co., New York; secretary-treasurer, R. A. Ellison, manager transportation department, Chamber of Commerce, Cincinnati, Ohio; and vice-president—education and research, Dr. G. Lloyd Wilson, professor of transportation and public utilities, University of Pennsylvania, Philadelphia, Pa.

New regional vice-presidents elected were: Ralph J. Hanson, vice-president, Akron, Canton & Youngstown, Akron, Ohio, and William E. Malone, a. g. t. m., Lever Brothers Company, Cambridge, Mass. New directors voted in office were Mollie Moore, representative, Western Union Telegraph Company, Baltimore, Md.; Alonzo Bennett, vice-president, Federal Compress & Warehouse Co., Memphis, Tenn.; E. F. O'Hanlon, t. m., Heyden Chemical Company, New York; and George W. Wood, freight traffic manager, Chesapeake & Ohio, Cincinnati.

* * *



New Furnace for Carnegie-Illinois

The latest addition to the partially completed No. 12 blast furnace of the Carnegie-Illinois Steel Corporation, at South Chicago, Ill., makes it among the largest in the world. It is one of three such blast furnaces built by United States Steel Corporation plants in the Chicago area since the war.

GENERAL NEWS

I. C. C. Signal Hearing to Resume Next Month

Some roads want segments of line exempted from scope of order

The hearings, in Chicago, before the Interstate Commerce Commission, of petitions of six railroads for relief from the commission's recent signaling order, were continued throughout the week of September 29 to October 3. The cases of the Great Northern and Union Pacific, which were heard on the first two days, were reported on page 68 of the *Railway Age* of October 4. The remainder of the week, including three night sessions, was required to hear the cases of the Southern Pacific, the Western Pacific, the Chicago, Burlington & Quincy and the Atchison, Topeka & Santa Fe.

The Burlington, which earlier had petitioned for extensive exemptions, came into the hearing with a statement that a decision had been made to install two-indication cab signaling between Chicago and St. Paul, Minn., as well as between Chicago and Omaha, Neb. The Burlington case, therefore, had to do primarily with a request to allow operation of the "Denver Zephyr" trains at speeds of more than 80 m.p.h. on 473 mi. between Lincoln, Neb., and Denver, Colo.

The Santa Fe explained plans to install intermittent train stop on those sections of line between Chicago and Los Angeles on which certain trains, such as the "Super Chief," "Chief" and "El Capitan," are operated at speeds of more than 80 m.p.h. This proposal provides for the installation of train stop equipment on only those locomotives used on the streamlined trains operated at more than 80 m.p.h. Also, as applying to different territories, the Santa Fe asked for permission to operate specified trains at speeds up to 90 m.p.h. without being required to install train stop, train control or cab signaling. This request applied to certain trains between Barstow, Cal., and Mojave, and between Bakersfield, Cal., and San Francisco, as well as the "San Diegan" on segments of the line between Los Angeles and San Diego.

Standpoint of Management — The problems of railroad managements in financing the installation of additional protection, such as train stop, train control or cab signaling, in coordination with other improvements to insure safety of train operation, were emphasized by railroad officers appearing as witnesses. These included G. H. Minchin, vice-president, operation, Santa Fe; H. C. Murphy, vice-president,

operation, Burlington; J. W. Corbett, general manager, Southern Pacific; P. J. Lynch, vice-president, operation, Union Pacific; and M. J. Welch, general manager, Great Northern. The statement by Mr. Minchin was accompanied by numerous tabulated exhibits and maps dealing with the money being spent for railroad equipment, tracks, bridges and signaling. Accident records were also dealt with in detail. Some of his important points are as follows:

"In my opinion our accident record clearly shows the inadvisability of requiring a railroad to make excessive expenditures for signaling devices to prevent collisions which have not been occurring during a long period of operation at higher speeds. As I have stated before, we must make heavy expenditures each year, not only to provide signal protection, but in keeping our roadway and track in safe condition, and to provide the most modern and safe equipment. Unwarranted expenditures in one field necessarily force us to curtail needed expenditures in other fields, because all these expenditures must be provided from the earnings of the railroad.

"We feel that the public and employees are entitled to the best practical protection, and this includes proper signal protection as one of the items. In considering safe operation, we have, to our best judgment, taken into consideration the many other things that affect safety, such as sturdy track, bridges of proper construction, weight of rail, good ties, ballast, etc. It includes well designed, properly maintained locomotives and cars, as well as men who know and properly observe the rules. I think we must also recognize that there is no such thing in life as absolute safety; there is a hazard about our mere existence, and there is hazard in everything we do. In conducting our business, therefore, we must take into consideration all of the forces with which we are dealing, and strive for a very high degree of safety.

"This also brings into sharp focus the balancing of one factor against the other, to arrive at the best possible conclusion. I feel it will be quite evident from the information I have furnished here that the Santa Fe has been measuring up to its responsibility in providing safe operation for both employees and the public."

Serving the Public—As applying to the several long-distance streamlined trains operated between Chicago and cities on the West coast, the contentions of several passenger traffic managers, as witnesses, were to the effect that any lengthening of the schedules would cause serious complaint by the public. They pointed out that the departures and arrivals of these trains are planned so that passengers can save a busi-

(Continued on page 74)

8 Months' Net Income Totaled \$294,000,000

Net railway operating income for the same period was \$509,995,671

Class I railroads in the first eight months of this year had an estimated net income, after interest and rentals, of \$294,000,000, as compared with \$65,400,000 in the corresponding period of 1946, according to the Bureau of Railway Economics of the Association of American Railroads. The eight-months' net railway operating income, before interest and rentals, was \$509,995,671, as compared with \$299,647,823.

Estimated results for August showed a net income of \$52,300,000, as compared with \$53,400,000 in August 1946, while the net railway operating income for the 1947 month was \$80,824,802, as compared with \$81,855,564 in August, 1946. In the 12 months ended with August, the rate of return was 3.33 per cent, compared with 1.47 per cent for the 12 months ended with August, 1946.

Noting that the interim freight rate increases authorized last year by the Interstate Commerce Commission did not become effective until July 1, 1946, the A. A. R. statement again observed that railroad earnings were "abnormally low" during the first six months of 1946 because of "industrial disturbances, work stoppages and railroad wage increases."

Gross in the eight months amounted to \$5,600,517,774, compared with \$4,961,999,987 in the same period of 1946, an increase of 12.9 per cent. Operating expenses amounted to \$4,369,203,478, compared with \$4,183,527,407, or an increase of 4.4 per cent. The A. A. R. said that expenses for the first eight months of 1947 did not include the 15½ cents per hour wage increase to non-operating employees which became effective on September 1.

Thirty-one Class I roads failed to earn interest and rentals in the first eight months, of which six were in the Eastern district, 10 in the Southern region and 15 in the Western district.

August Down in the East—Class I roads in the Eastern district in the eight months had an estimated net income of \$101,000,000, compared with a deficit of \$16,000,000 in the same period of 1946. For August, their estimated net income was \$21,000,000, compared with a net income of \$23,000,000 in August, 1946.

These same roads in the eight months had a net railway operating income of \$209,021,097, compared with \$88,031,348 in

the same period of 1946. Their net railway operating income in August amounted to \$35,335,987, compared with \$36,948,328 in August, 1946.

Gross in the Eastern district in the eight months totaled \$2,570,330,570, an increase of 16.9 per cent compared with the same period of 1946, while operating expenses totaled \$2,055,611,799, an increase of 7.5 per cent.

Class I roads in the Southern region in the eight months had an estimated net income of \$37,000,000, compared with a net income of \$2,400,000 in the same period of 1946. For August, they had an estimated net income of \$2,300,000, compared with a net income of \$3,400,000 in August, 1946.

Those same roads in the eight months had a net railway operating income of \$68,434,314, compared with \$43,627,269 in the same period of 1946. Their net railway operating income in August amounted to \$6,535,133, compared with \$7,469,847 in August, 1946.

Gross in the Southern region in the eight months totaled \$782,874,242, an increase of 8.7 per cent compared with the same period of 1946, while operating expenses totaled \$619,463,298, an increase of 2.2 per cent.

Class I Railroads—United States

	Month of August	
	1947	1946
Total operating revenues	\$745,257,959	\$710,291,517
Total operating expenses	565,605,880	555,902,703
Operating ratio —per cent ..	75.89	78.26
Taxes	84,227,673	58,212,561
Net railway operating income (Earnings before charges)	80,824,802	81,855,564
Net income, after charges (estimated)	52,300,000	53,400,000

	Eight Months Ended August 31, 1947	
Total operating revenues	\$5,600,517,774	\$4,961,999,987
Total operating expenses	4,369,203,478	4,183,527,407
Operating ratio —per cent ..	78.01	84.31
Taxes	610,957,607	379,546,668
Net railway operating income (Earnings before charges)	509,995,671	299,647,823
Net income, after charges (estimated)	294,000,000	65,400,000

Class I roads in the Western district in the eight months had an estimated net income of \$156,000,000, compared with \$79,000,000 in the same period of 1946. For August, they had an estimated net income of \$29,000,000, compared with a net income of \$27,000,000 in August, 1946.

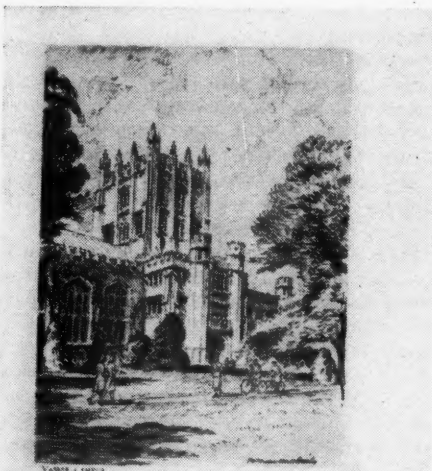
Those same roads in the eight months had a net railway operating income of \$232,540,260, compared with \$167,989,206 in the same period of 1946. Their net railway operating income in August amounted to \$38,953,682, compared with \$37,437,389 in August, 1946.

Gross in the Western district in the eight months totaled \$2,247,312,962, an increase of 10 per cent compared with the same period of 1946, while operating ex-

penses totaled \$1,694,128,381, an increase of 1.7 per cent.

N. Y. C. Menus Depict Schools Served by System

The New York Central has inaugurated a series of illustrated dining car menus featuring colleges and universities served by the road. The front cover of each menu displays a main building or buildings as sketched on campus visits by Vernon Howe Bailey, an official artist for the Navy



during both world wars. The back covers have photographic reproductions of other campus buildings, a stanza or two of the institution's alma mater or football song and a brief word-picture of current information and historical facts about the school. Approximately 125 colleges and universities served by the New York Central System will be featured on the menus and in each case Mr. Bailey's original campus sketch will be presented to the institution depicted.

N.Y.C. Offers New Freight Train Timetable

A freight train timetable presenting schedules of the regularly scheduled "symbol" freight trains on its lines is being issued by the New York Central system. Prepared as a guide for all shippers—both of carload and less-than-carload consignments—the 24-page pamphlet gives the schedules of more than 100 of the system's daily fast freight trains. The new timetable contains such information as the arrival and departure times at terminal and intermediate points and the make-up and connections for "symbol" trains. It does not include extra "symbol" trains and local freight trains. The "Pacemaker" freight service is featured in a special table giving the overnight schedule between New York and Buffalo and its connections with other cities. The publication, which is being dis-

tributed to shippers, traffic managers and connections throughout the country, also contains a map of the system, a complete list of all New York Central freight traffic representatives and special service announcements. Copies may be obtained from any of the road's regional traffic managers.

National Shippers Board Meeting October 28 at St. Louis

Car supply and freight loss and damage prevention will be the major topics for discussion at the 11th annual meeting of the National Association of Shippers Advisory Boards at the Hotel Jefferson in St. Louis, Mo., on Tuesday, October 28.

The principal speakers will be William T. Faricy, president of the Association of American Railroads, and Col. J. Monroe Johnson, director of the Office of Defense Transportation. They will address a luncheon sponsored by the shipper organization and the Traffic Club of St. Louis.

A. A. R. officers who will speak at the business sessions of the national association are Warren C. Kendall, chairman of the Car Service Division; Thomas L. Preston, general solicitor; and Walter J. Kelly, traffic officer. Others who will appear on the program include Frank J. Rebhan, traffic manager of the American Crystal Sugar Company; Frank J. Armstrong, traffic manager of the United States Radiator Corporation, and Irving M. Peters, traffic manager of the Corn Products Refining Company.

Other highlights of the meeting will be the presentation of committee reports, election of officers and adoption of resolutions. Carl Giessow, president of the association and director of the Transportation Bureau of the St. Louis Chamber of Commerce, will preside. On October 27 the board of directors of the organization will convene at the same hotel.

Merger of Government Cases Brings D. of J. Protest

The Department of Justice has asked the Interstate Commerce Commission to vacate and set aside an order by its Division 4 consolidating for hearing purposes five of the rate complaints filed by the government against the railroads. As reported in *Railway Age* of September 20, page 69, Division 4, to which the cases have been assigned for disposition, set December 15 as a hearing date on the complaints, which, among other things, assail the railroads' rates and charges on wartime traffic. The complaints to be considered are docketed as Nos. 29572, 29735, 29746, 29795 and 29805.

According to the Justice Department, Division 4 erred in consolidating the proceedings for hearing upon its conclusions that the issues presented in each case are related and that each case offers common questions of law and fact. It said that a consolidation of the hearings would defeat the government's right to that full, fair, proper and orderly hearing in each case, to which, the department contended, it is entitled by law.

Contending further that it is the commission's practice to consolidate cases only

with the consent of all parties, the government added that Division 4's plan of procedure would "serve the announced purposes of the railroads to treat all proceedings brought before them by the complainant as a single attack on rates charged on its wartime traffic . . . and on such basis to interpose as a defense the railroads' need for revenue and other considerations and factors that are wholly irrelevant and immaterial to the determination of the separate and distinct issues presented in each case."

Consent Judgment in Railway-Spring Trust Complaint

Settlement of the government's anti-trust suit against the Railway & Industrial Spring Association and nine individual companies on the basis of a consent judgment was announced in Washington, D. C., on October 4 by Attorney General Clark. The announcement stated that the judgment, entered in the federal district court at Hammond, Ind., "prohibits the defendants from fixing prices or other terms of sale or resale of springs and plates, from fixing sales quotas or allocating orders, or from agreeing among themselves to stay out of the production of specific types of springs and plates" also, it "puts an end" to "collusive" bidding practices in the industry.

The complaint was filed June 20, 1945, as reported in *Railway Age* of June 23, 1945, page 1112; and defendants at the time of the final judgment were the association, American Locomotive Company, American Steel Foundries, Baldwin Locomotive Works, Crucible Steel Company of America, Pittsburgh Spring & Steel Co., Pittsburgh Steel Foundry Corporation, Symington-Gould Corporation, Universal Railway Devices Company, and Union Spring & Manufacturing Co.

With respect to Symington-Gould and Universal, the Department of Justice announcement pointed out that the complaint had alleged "illegal activities" involved in the "control" which those two defendants had "over patents on certain types of railway springs and spring plates." Under the judgment, Universal is required to license to all applicants, on a uniform and "reasonable" royalty basis, its patents on universal spring plates, together with improvement patents for a period of ten years. The announcement also recalled a previous consent judgment entered against Symington-Gould last April, when that company agreed to license various patents on coil-eliptic devices.

The complaint against the Spring Association was that it acted "in furtherance of the illegal allocation and distribution of orders." Under the judgment, it agrees "to confine itself in the future to the performance of research and experimental work and to the compilation and distribution of general trade information."

"The judgment in this case," Mr. Clark also said, "affects products which constitute an important cost factor in the construction and maintenance of railroad cars and locomotives. The annual sales of railway springs and spring plates by the defendants have in the past averaged about

\$10,000,000. By restoring competition . . . the judgment should help to lower operating costs to the railroads and will make possible improved railroad equipment."

Diesels "Spell" Electrics on C. N. R. Suburban Trains

Suburban trains carrying as many as 10 cars are currently being hauled through the 3.1-mi. Mt. Royal (Montreal) tunnel of the Canadian National by 1,000-hp. Diesel-electric switching locomotives as a "makeshift" measure. The tunnel, a double-track bore, is not equipped with forced ventilation because it has been operated by electric locomotives from the start, but the Diesels do not produce sufficient odor or fumes while being operated through the tunnel to make their use objectionable to passengers or crews.

The two Diesel switchers currently being used in the temporary service were built by the American Locomotive Company in 1942 and are temporarily equipped with conductors' air whistle signals. Because of the short duration of the runs the locomotives have not been equipped with train heaters, but the cars are pre-heated by steam lines at both ends of the run.

Prior to the opening of the C. N. R.'s Central terminal in Montreal in July, 1943, the suburban service between the old Tunnel station, through the Mt. Royal bore, to Cartierville, 8.2 mi., Montreal North, 10.7 mi., and St. Eustache, 17 mi., were handled by six 1,000-hp. electric locomotives, built by the General Electric Company, and 10 multiple-unit motor cars. Since that time, increased traffic and the necessity for using certain of the electric locomotives for hauling through trains in and out of the terminal has made it necessary for the road to utilize the two Diesel-electric switchers to supplement electric locomotives and motor cars on the suburban runs through the tunnel in electrified territory, until additional electric locomotives and multiple-unit cars, now on order, are placed in service. When not utilized in suburban service, the two switchers are assigned to service in the passenger coach yard, and normally maintain an availability of 24 hr. a day.

Would Liberalize Credit Rule for L. C. L. Shippers

Extension, to seven days—the same amount of time afforded by motor carriers and freight forwarders—of authorized time for the payment by shippers to railroads of transportation charges on less-than-carload freight is sought in a petition filed with the Interstate Commerce Commission in Ex Parte 73 by the Missouri-Kansas-Texas, Texas & Pacific and their affiliates. The commission has ordered replies to the petition filed on or before October 27.

According to the petitioners, the fact that freight forwarders and motor carriers are permitted to extend to shippers of l.c.l. freight transported by them a credit period of seven days, coupled with the fact that presentation of such freight bills may be deferred for seven days after delivery of the shipments, operates to the great detriment and disadvantage of the railroads serving Texas.

Noting that they are accorded seven-day credit arrangements on l.c.l. intrastate traffic in Texas, the petitioners told the commission that if they are permitted to extend to their patrons a credit allowance of seven days on interstate l.c.l. shipments, instead of being obligated to collect the transportation charges on the latter within the currently authorized alternate periods of 48 hours and 96 hours, thereby calling for separate settlements on interstate and intrastate shipments, the shipping public would be enabled to adjust their freight charges on both classes of traffic within the seven-day period. Such a system, they added, would eliminate bookkeeping problems and enable the shippers to pay their transportation charges for each day's business with a single remittance instead of two.

"Shippers find it impossible within the present 48-hour period to adequately check the assessed rates and charges against the tariffs," the railroads said, "and hence are required to pay the freight bills as presented. It frequently develops that the freight charges assessed by the carriers are subsequently found to be incorrect, thereby necessitating the filing of claims for overcharges, whereas if the shippers are allowed seven days in which to pay such charges, an ample opportunity in which to determine the correctness of the freight bills would be afforded and . . . the tedium and expense . . . of preparing and filing numerous overcharge claims would be dispensed with."

The railroads further asserted that they are discriminated against by the "greatly more liberal treatment" accorded the motor carriers and freight forwarders and that such treatment is resulting in a loss of traffic. At the same time, they also noted that Texas shippers have urged and are now urging the railroads to extend the time limit on l.c.l. payments to seven days.

Craft Majority Not Required for Representation Election

Attorney General Clark has ruled that the National Mediation Board has authority under the Railway Labor Act to certify, as representative of a class or craft of railroad employees, an organization or individual receiving a majority of the votes cast in an election, despite the fact that less than a majority of those eligible to vote participated in the election. The ruling came in a September 9 letter to President Truman which has been made public by the Mediation Board.

The letter reveals that the board had requested a ruling after "labor organizations" had "seriously challenged" that policy whereby the board has refused to certify a representative receiving a majority of the valid votes cast unless a majority of the eligible employees participated in the election. In ruling that the board had power to make a certification under such circumstances, the attorney general went on to hold also that such power need not be exercised.

"In the exercise of its discretion in these matters," he said, "the board may, for example, find it advisable to limit the application of the principle to cases in which the participation in the election is sufficiently substantial and representative

to warrant the presumption that those who did not participate 'assent to the expressed will of the majority of those voting'."

In the latter connection, Mr. Clark cited *Virginian Railway Co. v. System Federation No. 30*, 300 U. S. 515, a 1937 case which involved the validity of an N.M.B. certification on the ground that less than a majority of the craft voted for it, although a majority did participate in the election. The attorney general also relied on other court decisions which he regarded as pertinent, and on the legislative history of the Railway Labor Act.

I.C.C. Signal Hearing to Resume Next Month

(Continued from page 71)

ness day as compared with previous schedules, and said that if the train speeds must be reduced to an absolute maximum of 79 m.p.h. in order to avoid the expense of installing train stop, train control or cab signaling, the schedules would have to be lengthened, thus in some instances resulting in mid-forenoon arrivals instead of early morning. They further contended that 1 hr. 30 min. to 2 hr. 30 min. additional time, depending on distances involved, would be required if top train speeds were held to 79 m.p.h. Commissioner Patterson expressed the opinion that these figures were high.

When discussing similar matters as applying to the Santa Fe, Mr. Minchin explained that a test had been conducted with the "El Capitan," in which the speed of the train between Chicago and Los Angeles was controlled carefully so that it did not exceed 79 m.p.h. The train arrived in Los Angeles 2 hr. 17 min. late. Based on this experience, Mr. Minchin said that if the maximum speed over this route is limited to 75 m.p.h., the schedules of the "El Capitan" and the "Super Chief" would have to be lengthened 2 hr. 30 min., or perhaps 2 hr. 45 min.

Commissioner Patterson made a suggestion to the effect that if the railroads did not want their trains to arrive at destinations an hour or so later, they could start them out of Chicago, for example, an hour or so earlier, and thus allow for the loss of time which might be occasioned by adhering to a top speed of 79 mi. rather than 85 to 90 m.p.h. In answer to this, passenger traffic managers contended that the departure times were determined on the basis of greatest service to the public with respect to hours of the business day, connections with other railroads and efficient handling of mail.

Need for Added Protection—H. C. Murphy, vice-president, operation of the Burlington, stated: "While this order seems directed to so-called high-speed trains, it has not been our experience that speed is a dominating factor in train accidents—it may influence the results, but it is not in and of itself the cause of accidents of a type this order presumes to prevent. From November 11, 1934, when the 'Pioneer Zephyr' was first installed between Lincoln-Omaha and Kansas City, until the present time, the Burlington has operated over 30 million 'Zephyr' miles and in no instance has one of these trains collided with or run into the head end or rear end of any other train. The exhibit [submitted by the Burlington] shows all accidents to such high-speed 'Zephyr' trains since they were put in service, none of which could have been avoided by automatic train control, train stop or cab signals."

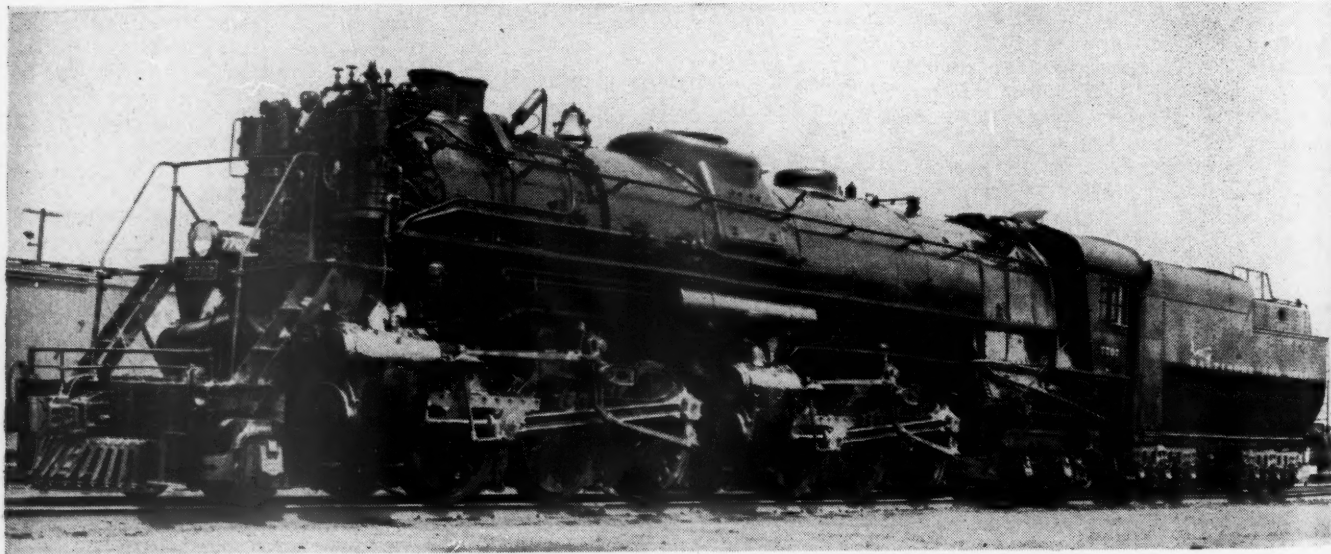
Speaking on this subject for the Santa Fe, Mr. Minchin stated: "Studies we have made of our own operations raise serious doubts as to the need for any such additional protection [train stop or cab signals]. A study was made under my supervision and direction of all reportable main-track collisions from January 1, 1937, to August 1 of the present year, covering the period of higher-speed operation on our main passenger lines where installation of automatic train stop is contemplated. This study

covered specifically all streamlined trains which have operated in this territory during that period. These trains operated a total of 34,485,241 train-miles during this period of approximately 10½ years. There was only one so-called train collision reportable to the Interstate Commerce Commission during this entire period, and it did not involve a collision between two trains. This was an accident where a piledriver, operating on the adjacent track, swung its leads immediately in front of the approaching train, and could not have been prevented by any signaling device. The only casualty as a result of this accident was an injury to one employee."

Other Considerations — With minor exceptions, the territories dealt with at the hearing are single track, equipped with automatic block, and in some cases with centralized traffic control superimposed on the automatic block controls. In most instances the signals are of the color-light types. Therefore, much of the questioning and testimony, as to the need for train stop or cab signaling, had to do with the observation of wayside signals by engine-men.

During the hearing of each case, Commissioner Patterson asked for information concerning various matters. For example, he inquired concerning the design and operation of the electro-pneumatic brakes on the streamlined trains. Various witnesses presented charts and data to show braking distances of these trains. Questions were asked concerning methods used to inform operators of track motor cars of the locations of approaching trains. Extended discussions dealt with train stop as compared with cab signaling, and the merits of centralized traffic control in effecting improved safety of train operation. A more extended report concerning these matters is included in the October issue of *Railway Signaling*.

The hearings were recessed without taking up the cases of the Chicago, Rock Island & Pacific and the Chicago & North



No. 7707, one of ten high-speed Mallet locomotives recently bought by the Baltimore & Ohio from the Seaboard Air Line, ready for the road after an overhaul at the B. & O.'s Cumberland shops. The Mallets are being placed in high-speed freight service between Cumberland, Md., and Brunswick

Western, but these roads are to be heard when hearings are resumed in Chicago on November 17.

G. N. Dieselizes Montana Line

The receipt of three 3,000-hp. Diesel-electric freight locomotives and four single-unit 1,500-hp. passenger Diesels during October will complete the Great Northern's Dieselization of its Great Falls, Mont.-Butte line, according to T. F. Dixon, operations vice-president. Two of the freight Diesels are scheduled for service between Havre, Mont., and Great Falls, and the third will operate between Great Falls and Butte. The new passenger units will operate between Butte and Havre and between Billings and Sweet Grass. All of the units are being built by the Electro-Motive Division of General Motors Corporation. The expected delivery of additional motive power during the next three months will bring the G. N.'s Diesel fleet to 144 locomotives, Mr. Dixon said.

Gavin Credits "Teamwork" for Record G. N. Grain Movement

F. J. Gavin, president of the Great Northern, this week declared that the "unbeatable teamwork" between the railroad, the Car Service division of the Association of American Railroads, and the shippers and receivers of grain permitted that road to load and transport more grain during September than in any previous September during the past 19 years. The movement, he said, was accomplished "with a minimum of switching and unloading difficulties in terminal grain markets served by the railway." He praised the Car Service division for helping to provide adequate transportation for the 1947 grain movement and complimented the shippers and receivers for "equally superb cooperation in quick loading and unloading of cars."

The Great Northern president observed that, on September 1, there were 388 blocked elevators along the road. By October 1, he said, the number of blocked elevators had dropped to 119, and a substantial reduction in that figure is anticipated by November 1 because of the improved box car supply and the now-diminishing volume of grain moving from farms and ranches.

O. K. Specific Routing for Grain; Condemn Present Tariffs

Examiners R. M. Brown and O. G. Barber have recommended in a proposed report that the Interstate Commerce Commission find that specific-routing requirements for application in connection with proportional rates on grain are justified "in principle." At the same time the examiners would have the commission condemn, as "unlawful in part," the specific-routing tariffs under investigation in the proceeding, I. & S. No. 5092, out of which the proposed report has come. It was further recommended that cancellation of these tariffs be ordered without prejudice to the filing of "lawful" schedules in conformity with views expressed in the proposed report.

The schedules under investigation in the title case involve the routing requirements applied in connection with the application of proportional rates on grain, grain products, and grain by-products from Chicago, St. Louis, Mo., Milwaukee, Wis., and other gateways between Official and Western Trunk-Line territories, and from other rate-break points, to destinations in Central territory, including the border areas. They were originally filed to become effective December 31, 1941, but remained under suspension until September 1, 1944, when the commission allowed them to take effect but continued its investigation of them.

The proposed report also embraces I. & S. No. 5358, which involves schedules proposing specific routing for application in connection with rates on grain to the same destination territories from origins on the Baltimore & Ohio in Illinois and at St. Louis and from origins on the Chesapeake & Ohio in Illinois, Indiana, Kentucky, Ohio, and West Virginia. These schedules, originally published to become effective August 1, 1945, have remained under suspension. As the examiners pointed out, the issues raised are the same in both of the proceedings.

The title case's specific-routing tariffs are an undertaking by the railroads to comply with the circuitry limitations attached by the commission to the fourth-section relief it granted to permit the publication of rates prescribed in *Southwestern Millers' League v. Atchison T. & S. F. Ry. Co.*, 227 I.C.C. 795, decided July 12, 1938. However, the circuitry limitations of that fourth-section-relief order have been suspended from time to time, and the order now provides that they shall not become effective until 60 days after the date of the order concluding the present proceeding.

In supporting the specific-routing schedules, the railroads maintained among other arguments that the restrictions comprised the only practicable method of confining the application of the proportional rates within reasonable bounds. It was also recalled that the Office of Defense Transportation-I. C. C. Grain and Grain Products Transportation Conservation Committee, which functioned during the war, had recommended, as the proposed report put it, "that specific routing should be established on grain, in order to eliminate circuitous routes which in its opinion were all too prevalent in central territory."

While the examiners noted that so-called open routing has prevailed for so many years in the transportation of grain that "it might well be said that open routing grew up with the grain industry," they nevertheless found that there have been "various exceptions." These include individual railroad actions restricting their participation in grain rates, and certain transit tariffs which have the effect of restricting the application of routes to and from transit points, although so far as the rate tariff was concerned, the routes appeared open. Finally there are the restrictions imposed in the tariff under investigation in the title case here, that tariff being No. 535-B, I. C. C. No. 3633, filed by Agent B. T. Jones. As the examiners appraised this tariff generally, the new set-up it substituted for open routing had the effect of closing "many reasonable routes."

Among their recommended conclusions and findings was one to the effect that the railroads had not met their statutory burden of justifying the elimination of those of the formerly available routes which are not "illogical or unduly circuitous." On the other hand, protestants were found to have demonstrated that grain shippers "necessarily require a full line of reasonable and logical routes."

"A reasonable and logical route, within the meaning of these conclusions," the report continued, "is one that does not exceed 50 per cent in circuitry and which does not involve back hauls or movements materially out of line. In computing circuitry, comparative distances from the gateways shall be used in the cases of routes comprehended by the issues in I. & S. 5092, and from the respective origins in the case of routes covered by I. & S. 5358. Respondents' failure to provide a full line of routes of this character results or will result in unjust and unreasonable charges and constitutes an unreasonable practice, in violation of section 1(4), (5)(a), and (6) of the act.

"The expression 'full line of routes,' in addition to its ordinary implication, means those routes, multiple-line or otherwise, which are reasonably needed by the shippers and over which grain traffic can be transported from origin to destination at the regularly-established single-factor or joint through rates, subject to existing transit arrangements. Rates reasonably needed by the shippers include those which will work through their respective transit points to destinations in their normal area of distribution and which can be used by their customers in connection with traffic to points beyond. They also include routes to and through all transit points which are reasonably intermediate between initial origin and ultimate destination. The sense of these conclusions is that respondents shall provide routes which can and will be used by the grain industry in accordance with established transit practices."

Meanwhile, the examiners also recommended that a carrier serving both origin and destination should not be required to enter joint-route arrangements with other carriers on traffic between such points," except to cover those instances where there is an actual stop in transit at an intermediate point or points, for purposes authorized in the applicable transit tariffs or for track reconsignments." Another suggestion of the proposed report was that, so far as practicable, all rates and authorized routes covering a particular adjustment should be published specifically in a single tariff. "Reference to routing guides and basing books to determine the applicable rate or route is not appropriate in the case of grain or grain products," the report added.

August Truck Traffic

Motor carriers reporting to the American Trucking Associations transported in August 2,499,295 tons of freight, an increase of 2.5 per cent over the 2,439,244 tons hauled in July and an increase of 2 per cent over the 2,450,669 tons transported in August, 1946. The A. T. A. index figure, based on the 1938-40 monthly tonnage of the reporting carriers, was 196

for August, as compared with 190 for the previous month.

The August figures, according to the A. T. A., are based on comparable reports from 280 carriers in 41 states. Carriers in the Eastern district reported tonnage increases of 2 per cent and 0.1 per cent over July and August, 1946, respectively; carriers in the Southern region reported increases of 10.8 per cent and 6.8 per cent, respectively; and carriers in the Western district reported increases of 1.2 per cent and 4.1 per cent, respectively.

Shippers Boards Expect Higher Fourth Quarter Loadings

Freight car loadings in the fourth quarter of 1947 are expected to be 6.2 per cent above those in the same period in 1946, according to estimates by the 13 Shippers Advisory Boards.

On the basis of those estimates, loadings of the 32 principal commodities will be 8,077,063 cars in the fourth quarter of 1947, compared with 7,606,832 actual car loadings for the same commodities in the corresponding period last year. All of the 13 boards, except the Middle-West and the Trans-Missouri-Kansas boards, estimate an increase in carloadings for the fourth quarter of 1947 compared with the same period in 1946.

The tabulation shows actual carloadings for each district in the fourth quarter of 1946, the estimated loadings for the fourth quarter of 1947 and the percentage of increase or decrease.

The 13 boards expect an increase in the fourth quarter compared with last year in the loading of 26 of the commodity groups listed, and a decrease in six. Among those showing the greatest increases are the following: agricultural implements and vehicles, other than automobiles, 29.3 per cent; cotton, 22.6 per cent; sugar, syrup and molasses, 20.1 per cent; machinery and boilers, 16 per cent; frozen foods, fruits and vegetables, 13.7 per cent; vehicle parts, 12.8 per cent; gravel, sand and stone, 12 per cent; chemicals and explosives, 10.4 per cent; cottonseed, soy bean-vegetable cake and meal, excluding oil, 10.5 per cent; paper, paperboard and prepared roofing, 9.4 per cent; cement, 9.3 per cent; iron and steel, 8.3 per cent; lime and plaster, 8 per cent; lumber and forest products, 7.5 per cent; and coal and coke, 6.9 per cent.

Commodities for which decreases are estimated and the amount of the decrease include the following: potatoes, 9.7 per cent; hay, straw and alfalfa, 7.5 per cent; automobiles and trucks, 5.4 per cent; poultry and dairy products, 3.3 per cent;

October 4 Week Loadings Highest Since 1930

Railroad carloadings for the week ended October 4 were the highest this year, topped the peak week of the war, and were the highest since the last week of August, 1930, according to the Association of American Railroads which made the totals public October 9.

Loadings for the week ended October 4 totaled 942,533 cars, the highest since the 984,510 cars reported in the last August, 1930, week. Moreover, the A. A. R. pointed out, the 1947 week produced a greater volume of traffic, measured in ton-miles, than the 1930 week, because the cars this year were loaded more heavily, handled faster, and moved at a greater speed.

fresh vegetables, other than potatoes, 2.9 per cent; and livestock, 1.5

A. S. M. E. Elects E. G. Bailey as National President

The election of E. G. Bailey, vice-president of the Babcock & Wilcox Co., New York, as the next national president of the American Society of Mechanical Engineers, was announced this week. Four regional vice-presidents and three directors-at large also were named. National letter balloting by the membership, which numbers 22,000 engineers, closed in September. Nominations, made last June, were reported in *Railway Age* of June 28, page 1318. The new offices will be assumed at the end of the 1947 annual meeting, to be held in Atlantic City, N. J., December 1-5.

New England Shippers Critical of L. C. L. Service

Sharp criticism of the supervisory efforts of the railroads in handling less-than-carload freight was voiced by A. H. Erlandson, traffic manager of Goodall-Sanford, Inc., of Sanford, Me., chairman of the Less-Than-Carload Transportation Committee of the New England Shippers Advisory Board, at the board's October 2 meeting at Springfield, Mass. Much of the delay which Erlandson said shippers are experiencing in the movement of l.c.l. shipments can, he asserted, "be ascribed to faulty supervision and planning".

"During the past several years I have

reported to you," he told the meeting, "that traffic executives of the railroads here in New England are greatly concerned over the situation and are working steadily towards the objective of not only improving l.c.l. service, but also toward excelling any past performance. I wish I could say this effort on their part has been generally successful, but cannot. True, there are instances where the service has improved slightly between key points. Then suddenly the service has collapsed. There are, of course, reasons for this. Some reasons advanced would indicate that such were caused by incidents beyond the control of railroad management, but too many of such incidents can be traced to improper planning and inept supervision. I wish I could say that l.c.l. service intra New England has improved far more than service between New England and other points in the country. But I cannot. This does not imply that the service between New England and the other rate-making territories has improved, for it has not."

The speaker referred to individual movements of l.c.l. freight which he said showed long delays in transit, and continued: "Not one of these delays of handling can be charged to lack of equipment, acts of God, bureaucratic interference, negligence on the part of the shipper, congestion at terminals, or embargo." He added that his committee has held several meetings with railroad officers and that the committee feels that "eventually there will be a marked improvement in l.c.l. service."

New A. A. R. Loading Rules

The Operating-Transportation Division of the Association of American Railroads has issued Circular No. 42-B, "General Rules Covering Loading of Carload Shipments of Commodities in Closed Cars," and Pamphlet No. 15, "Rules Regulating the Safe Loading of Carload Shipments of Furniture in Closed Cars and Protection of Equipment." These two publications supersede, respectively, Circular No. 42-A and Pamphlet No. 15 of November 1941. Copies of the new publications may be procured from A. H. Grothmann, secretary of the Freight Loading and Container Section, 59 E. Van Buren st., Chicago 5, at 5 cents per single copy of Circular 42-B and of 10 cents per copy for Pamphlet No. 15. The usual reductions are in effect on bulk lots of various sizes.

Wayne Johnston Calls for Less "Passing the Buck"

Addressing more than a thousand members and guests at the first fall meeting of the Western Railway Club in Chicago on October 6, Wayne A. Johnston, president of the Illinois Central, decried the "new national pastime of passing the buck," which he described as a primary cause of present unsettled conditions and, particularly, inflationary trends. The speaker asserted that "buck passing" had relayed the brunt of price increases right along to the railroads, where government regulation prevents their absorption by other than sanctioned rate increases. Pointing out some of the buck passing which affects the railroads adversely, Mr. Johnston said:

Shippers Advisory Boards	Actual Loadings Fourth Quarter 1946	Estimated Loadings Fourth Quarter 1947	Per Cent Increase
Great Lakes	492,910	517,382	5.0
Ohio Valley	912,103	989,865	8.5
Mid-West	978,458	972,137	0.7 dec.
Northwest	576,744	605,075	4.9
Trans-Missouri-Kansas	408,277	407,731	0.1 dec.
Southeast	877,371	944,329	7.6
Southwest	499,558	544,097	8.9
New England	121,033	127,670	5.5
Atlantic States	768,715	791,851	3.0
Allegheny	1,050,005	1,164,077	10.9
Central Western	308,614	332,955	7.9
Pacific Coast	357,486	412,080	15.3
Pacific Northwest	255,558	267,814	4.8
Total	7,606,832	8,077,063	6.2

"The labor leaders have troubles of their own trying to get wage increases in order to hold their jobs, and they shrug away, as the railroads' managerial responsibility, and no concern of theirs, the necessity of getting more money to pay the higher wages they demand. Nor do we get much sympathy for having to pay higher prices for the things we have to buy, because our friends, the suppliers, can point to the increased cost of their raw materials and the higher wages they must pay their own help. Wage arbitrators don't have to worry about where the money is coming from to pay wage awards, and nobody is going to fire the Interstate Commerce Commission if it is slow or otherwise fails to allow the rate increases we have to have to keep in step with increased expenses."

Mr. Johnston pointed out that the railroads, as they brought their rates in line with increased costs of operation, could expect to catch some of the blame for inflation, even though increased freight rates would reflect only a fraction of wholesale and retail price increases, and despite the fact that whatever increases are allowed would come about as a result of comprehensive and wholly unconcealed studies to determine their reasonableness.

Admitting that the railroads, too, are guilty of buck passing within their own industry, Mr. Johnston advocated that they "get off the mourners' bench" and "assume that leadership in American life which should be theirs by reason of the vast investment of time and money that has been made in this truly essential industry."

Heileman Is New Assistant Chief of Transportation

Brigadier General Frank A. Heileman has been designated assistant chief of transportation, the war department has announced. General Heileman has been on duty in Manila with the Philippine-Ryukyus Command and will leave for the United States on or about October 1. General Heileman entered the Army in 1917, and from October, 1943, to July, 1945, he was director of supply, Army Service Forces.

Increases in Coach, First Class Fares Given Southern Roads

Twenty-six Southern railroads, not including the Illinois Central, Seaboard Air Line, Louisville & Nashville and Gulf, Mobile & Ohio, this week were authorized by the Interstate Commerce Commission to increase, on five-days' notice, their one-way and round-trip coach fares by 13.63 per cent. At the same time, the commission authorized 37 Southern roads, not including the I.C., to increase their one-way and round-trip first-class fares by 6.06 per cent and 14.55 per cent, respectively.

The commission's order in the Docket Nos. 29785 and 29796 proceedings also gives the carriers authority to increase their minimum fares from 10 to 15 cents and modifies a commission order of November 13, 1920, in No. 11703, *Interstate Fares Within Illinois*, 59 I. C. C. 350, so as to permit the Southern, L. & N. and G. M. & O. to establish and maintain like increased first-class intrastate fares on those

portions of their lines within Illinois east and south of St. Louis, Mo.

The increases in coach fares are estimated to result in additional annual revenues of \$1,383,000 for the Southern; \$827,000 for the Atlantic Coast Line and \$300,000 for the Richmond, Fredericksburg & Potomac, while the upward revision in first-class fares is expected to result in additional annual revenues of \$4,388,700 for all 37 roads.

According to the commission's report, written by Commission Rogers, the increases (1) will yield a substantial increase in revenue of which the petitioners are in need and to which they are entitled; (2) are necessary in order that the travel thereunder may make a fair contribution to the revenues needed by the petitioners to enable them, under honest and efficient management, to provide adequate and efficient service at the lowest cost consistent with furnishing of such service; and (3) will be just and reasonable for the future.

Under the new rate structure, one-way coach fares will be increased from 2.2 cents to 2.5 cents per mile and round-trip fares by 13.63 per cent so as to continue the present 10 per cent discount under the double one-way fare. One-way first-class fares rise from 3.3 cents to 3.5 cents per mile with round-trip fares being increased from one-sixth to 10 per cent less than the double one-way fare.

The commission said that the Southern roads' petitions differed somewhat from that presented earlier this year by the Eastern district roads in that (1) a somewhat different basis for round-trip fares was proposed by the Southern carriers; (2) between December 1, 1933, and November 15, 1937, and between February 10, 1942, and October 1, 1942, the principal railroads in the South experimented with coach fares of 1.5 and 1.65 cents per mile during the respective periods, with the latter basis still being in effect intrastate in Tennessee, Alabama, North Carolina and Georgia; and (3) three of the principal roads—the S.A.L., L. & N. and G. M. & O., joined in the proposal to increase first-class fares but not coach fares.

The commission added that the increases proposed by the Southern roads are the same as it approved for the Eastern district carriers, reflecting an increase of 0.2 cent per mile in parlor and sleeping cars, which will not total as much as \$1 until a distance of 500 miles is reached, and 0.3 cent in coaches, which, it said, will not total as much as \$1 until a distance of 350 miles is reached.

The commission's report also noted that the petitioners anticipated that, if the increases proposed were not approved, their deficit from passenger-train service for 1947 would be "much greater" than \$6,000,000 and that the Southern and A.C.L., instead of receiving a small income from such service, would incur substantial deficits therefrom.

"It is the informed judgment of the traffic officers of the three principal railroads, petitioners in both proceedings, that the increases proposed will not result in any substantial reduction in travel and will result in substantial increases in revenue," the commission said in part. "To certain

destinations, railroads like the Coast Line will be unable to make any increase in their coach fares because of the failure of competing railroads, like the Seaboard, to propose corresponding increases in the fares, creating a situation which will require fourth-section relief. However, this circumstance affords no ground for denying petitioners in No. 29796 authority to establish coach fares which they have justified on this record."

Variety of Articles Features R. & L. H. S. Bulletin 70

Two railroad centennials are noted in Bulletin No. 70 of the Railway & Locomotive Historical Society—the Monon and the St. Lawrence and Industrie Village Railway. In addition, there are articles on Ross Winans; the Canada Southern Railway; the Buffalo & Susquehanna; D. L. & W. locomotive classification; the Milford, Matamoras & New York railroad, and a much traveled engine, Pennsylvania R.R. No. 1053. Copies of the bulletin are available from the Society, Baker Library, Harvard Business School, Boston, Mass. The price to members is \$1 a copy; to non-members, \$2 a copy.

N. & W. to Spend \$600,000 to Finish Camp Car Renewal

The Norfolk & Western has authorized the expenditure of over \$600,000 to complete the modernization of its camp cars. The final phase of the program, under way for several months, includes the purchase of 45 steel Pullman tourist sleepers, and the conversion of 10 80-ft. steel coaches, 60 40-ft. box cars and 13 36-ft. box cars. Each of the sleepers and coaches will be rebuilt to house 14 men, including a foreman, and the longer box cars will be converted to bunk use, the shorter, to bath cars.

Court Hears Argument to Stay I. C. C. Per Diem Order

Argument on that phase of a petition filed by 172 railroads for a permanent injunction voiding an increased per diem order issued by the Interstate Commerce Commission was concluded before a three-judge federal district court in Washington, D. C., this week. The court ordered briefs submitted on or before October 17.

The commission's order, which became effective October 1, increased from \$1.50 to \$2 per diem rates for the rental of freight cars, other than tank and refrigerator cars. The railroads, including 130 intervening short lines, also sought a temporary stay of the order, but the court has not as yet acted upon that plea.

Those who argued in support of the commission's contention that the order should remain effective include the Department of Justice, Office of Defense Transportation, the Secretary of Agriculture and six western roads—the Atchison, Topeka & Santa Fe, Illinois Central, Northern Pacific, Great Northern, Denver & Rio Grande Western and Chicago, Burlington & Quincy. In a complaint now pending before the commission, the latter allege that the former per diem rates were

too low and thus contributed toward the freight car shortage.

A petition similar to that filed by the 172 roads also has been filed by the Long Island in the federal district court at New York.

Diesel-Part Survey Group to See Alco Plant

Representatives of 23 railroads will convene at Schenectady, N. Y., October 22 and 23 for their annual survey and recommendations on purchasing and storekeeping of Diesel-electric locomotive renewal parts. The group of 24 purchasing agents and storekeepers, headed by C. R. Clements, Diesel traveling storekeeper of the Boston & Maine, will be guests of the American Locomotive Company on a tour of its Diesel-electric manufacturing facilities on October 22. On the following day they will meet in executive session at the Hotel Van Curler. Other officers of the group are: Vice-chairman, A. G. Bohorfoush, assistant general purchasing agent, Southern; chairman ex-officio, W. W. Kelly, general purchasing agent, Atchison, Topeka & Santa Fe.

Bus Operations of S. P. and U. P. Restrained by Court Decree

A judgment which Attorney General Tom C. Clark asserts will break up "monopolistic restraints" on bus transportation between Portland, Ore., and San Francisco, Cal., and between San Francisco and Los Angeles has been entered by the United States District Court at San Francisco.

The government complaint, filed on October 24, 1945, alleged that Pacific Greyhound Lines of San Francisco, controlled by the Southern Pacific, had a monopoly in the transportation of passengers by bus between Portland and San Francisco and along the coastal highway between the latter city and Los Angeles. The monopoly, it was alleged, was made possible by the active support of the S.P., which operates railroad service between those cities.

The monopoly, the department said, was furthered by Pacific Greyhound through its control of Dollar Lines of Portland, which, the department added, was maintained as a so-called "fighting ship" to prevent bona fide competition from developing. The department said that Dollar Lines was operated so as to render only second-class service and thereby diverted bus passenger traffic to Pacific Greyhound.

The court's decree, the department maintains, "constitutes a significant step in advancing true competition in transportation along the West coast." The decree also prohibits the S.P. from exercising the voting power of the Pacific Greyhound stock it owns and requires the railroad to refrain from participating in or interfering with the managerial and operating policies and the selection of personnel of its subsidiary bus company.

Assistant Attorney General J. F. Sonnett, in charge of the department's anti-trust division, said that the judgment "requires the sale of Dollar Lines' operating rights and equipment to a carrier able to

offer substantial competition to Pacific Greyhound." He noted that, in addition to terminating certain guaranteed-earnings between the S.P. and Pacific Greyhound, the judgment also contains provisions requiring the railroad in entering into guaranteed-earnings agreements to give priority to the competitors of Pacific Greyhound.

According to the department, the court's decree also upheld that phase of the government's complaint alleging that Pacific Greyhound and the Interstate Transit Lines and Union Pacific Stages—the latter two being affiliates of the Union Pacific—conspired to deprive competitive bus carriers of access to depots and of an opportunity to establish through arrangements with them by so-called "closed-door" agreements effective in Portland, San Francisco and Los Angeles.

Negotiations Begin on 44 Rule Change Demands

Representatives of the carriers met with representatives of the operating brotherhoods in Chicago on October 7, opening negotiations to consider the demand of the unions for changes in 44 working rules. The changes sought are substantially the same as those which, in May, 1946, brought about the nationwide strike of trainmen and enginemen. Action on the rule changes at that time was deferred with acceptance of a wage increase. Most of the rule changes constitute requests for more money for less work, while some would compel the employment of workers on jobs where their services are unnecessary. Total cost of the proposed featherbedding is estimated at more than a billion dollars annually. A comparison of the new rule demands with the existing rules was made in *Railway Age* of August 2, page 36.

Carrier conference committees are headed by H. A. Enochs, chairman, executive committee, Bureau of Information of the Eastern Railways; D. P. Loomis, executive director, Association of Western Railways; and J. B. Parrish, vice-president, operations, Chesapeake & Ohio. Negotiators for the unions are J. P. Shields, first assistant grand chief engineer, Brotherhood of Locomotive Engineers; R. O. Hughes, vice-president, Order of Railway Conductors, C. H. Keenen, vice-president, Brotherhood of Locomotive Firemen and Enginemen; C. E. McDaniels, vice-president, Switchmen's Union of North America; and S. R. Harvey, assistant president, Brotherhood of Railroad Trainmen. The negotiators will meet at the Morrison Hotel Mondays through Fridays from 10:00 a.m. until 1:00 p.m.

Rail Chiefs and Chicago Mayor Discuss Passenger Terminal

A committee of railroad presidents, headed by Fred G. Gurley, of the Atchison, Topeka & Santa Fe, last week said that the construction of a modern south-side passenger terminal in Chicago may cost anywhere from 100 to 200 million dollars, and would require financial aid from the city, state or federal governments. The committee, which has been studying the terminal problem for some months, held its first meeting with Mayor Martin H.

Kennelly and his advisor, Joshua D'Esposito, projects engineer for the city. At that time, the railroad officers submitted plans for the proposed south-side terminal which would replace the four stations now being used in that general area. Mr. D'Esposito said that all phases of the project were discussed at the two-hour meeting, but that no conclusions were reached.

MacMillen Sees Railroads at the Crossroads

William C. MacMillen, Jr., president of the Federation for Railway Progress, declared on October 7 that unless something is done now to improve the condition of American railroads, financially and physically, the next time we have a depression, the railroads will come face to face with government ownership—and when that happens to America's largest industry, our free enterprise system will indeed be on the run. Mr. MacMillen was guest speaker at a meeting of the Newark Traffic Club at the Robert Treat Hotel, Newark, N. J.

In outlining one of the problems which the federation is attempting to resolve, Mr. MacMillen stated: "We believe that passenger travel can be profitable provided the public is given modern service and modern equipment. There are many reasons why we believe this. Southern Pacific's 'Daylight,' one of America's best equipped and best run trains, operates between Los Angeles and San Francisco at the surprisingly low fare of a cent and a quarter a mile, yet it is, at the same time, one of America's most profitable trains. Last fall the Pere Marquette installed two new streamliners on the Grand Rapids-Detroit run. A no-tipping policy was put into effect and reserved seats were available in the coaches if desired. Since then, rail traffic on this run has increased by 86 per cent—at this rate, the increased revenues alone will amount to a sum equivalent to the entire cost of the train in four years."

Mr. MacMillen blamed the Association of American Railroads and the Interstate Commerce Commission for the current box car shortage, saying they have shown an "arrogant and indifferent attitude towards the welfare of their best customers—the shippers." Continuing on this subject Mr. MacMillen said the federation had fought the A. A. R.'s "inadequate" per diem rate for rental of box cars and "won this campaign" when the I. C. C. raised the rate to \$2.00. He repeated earlier charges that the commission has been "negligent" in representing the railroads and the shippers in that it has "delegated the responsibility for policing the Car Service Division, which is responsible for the equitable distribution of freight cars, to the very person who administers this agency."

Other reforms that the federation is striving for, Mr. MacMillen continued, are as follows: To better inform the public about matters pertaining to railroads; to bring about an equitable balance among wages, return on investment and rates in the railroad industry; to encourage progressive young people to enter the railroad industry; and to abolish monopolistic practices and bring about a re-

turn of free enterprise to the railroad industry.

In summing up his speech, Mr. MacMillen stated that the Federation for Railway Progress believed that with efficient, progressive, confident leadership the railroad industry could "prosper beyond the dreams of the most optimistic investor" and lead American industry back to aggressive and free enterprise.

American Barge Line Awarded Broader Operating Rights

Reporting on reconsideration of American Barge Line Company applications for certificates under the "grandfather" clause of the Interstate Commerce Act's Part III, Division 4 of the Interstate Commerce Commission has found the applicant entitled to broader authority than was previously granted for operations on the Mississippi river and tributaries. The report is in No. W-552.

It finds American entitled to additional authority under the "grandfather" clause to operate as a common carrier (1) by non-self-propelled vessels with the use of separate towing vessels, in the transportation of commodities generally, (a) between ports and points along the Mississippi from Minneapolis, Minn., to St. Louis, Mo., inclusive, and (b) between ports and points along the Tennessee below and including Chattanooga, Tenn., on the one hand and, on the other, all ports and points along the waterways American is otherwise authorized to serve, and (2) by towing vessels in the performance of general towage along the Mississippi from St. Louis to the confluence of the Mississippi and Illinois.

From the foregoing grant of authority to operate on the Tennessee below and including Chattanooga, the commission followed through, under section 309(d), to approve also an extension of such operations above Chattanooga to and including Knoxville, Tenn. Section 309(d) provides that a carrier operating over the completed portions of a waterway project authorized by Congress may extend its services over uncompleted portions as soon as they are opened for navigation.

The authority granted in the commission's prior report and still retained by American authorizes operations along (1) the Mississippi below St. Louis; (2) the Ohio; (3) the Cumberland below Old Hickory, Tenn.; (4) the Kanawha below Gauley Bridge, W. Va.; (5) the Allegheny below East Brady, Pa.; (6) the Monongahela below Fairmont, W. Va.; and (7) the Illinois waterway. The present report stated that an amended certificate would be issued, consolidating this previous authority with that now granted.

Representation of Employees

The brotherhood of Locomotive Engineers has replaced the Brotherhood of Locomotive Firemen and Enginemen as the representative of locomotive engineers, locomotive firemen, hostlers and hostler helpers employed by the Jacksonville Terminal, as the result of a recent election which has been certified by the National Mediation Board.

As the result of other elections which also have been certified by the N. M. B., the United Steelworkers of America, Congress of Industrial Organizations, has replaced the B. of L. F. & E. as the representative of Conemaugh & Black Lick locomotive engineers and the Brotherhood of Railroad Trainmen has supplanted the Order of Railway Conductors as the representative of road conductors employed by the Kewaunee, Green Bay & Western. The B. of R. T. also has extended its coverage of Lehigh & New England yardmen to include yard foremen. At the time of the election, the L. & N. E.'s yard foremen were represented by the O. of R. C., while helpers and switchtenders were represented by the trainmen's union.

The O. of R. C., however, defeated the B. of R. T. to retain its right to represent road conductors employed by the Green Bay & Western and Central Vermont, and the B. of R. T., by virtue of a victory over the Railroad Yardmasters of America, retained its right to represent Texas & Pacific yardmasters.

In elections involving Lehigh Valley marine employees, the United Railroad Workers of America, C. I. O., replaced District 50, United Mine Workers of America, as the representative of marine engineers, firemen and oilers, while the latter defeated the C. I. O. union to retain its right to represent licensed and unlicensed deck personnel.

Meatless Tuesday on A. C. L.

On October 6, C. McD. Davis, president of the Atlantic Coast Line, announced that the railroad desired to cooperate with President Truman's program for cutting down on consumption of meat, eggs and poultry. Beginning October 7 therefore, and until further notice, meat will be eliminated from the road's dining car menus on Tuesdays, while Thursdays will see no poultry or eggs on A. C. L.'s list of edibles.

I. C. C. Acts to Consider Interim Relief in Mail Pay Case

The railroads' hope for an increase in rates for handling United States mail brightened last week when Commissioner Mitchell, presiding over hearings in the Docket No. 9200 proceeding, ordered briefs submitted on or before October 15 on a motion filed by the carriers last July for an interim increase of 35 per cent. At the same time, Commissioner Mitchell announced that the commission would hear oral argument "as soon as possible" after the briefs are filed.

The railroads seek to make the interim increase retroactive to February 19, when their petition for a permanent increase of 45 per cent was filed. The proposal to increase the rates has been protested by the Post Office Department which, as noted in *Railway Age* of October 4, page 87, has asked the commission again to postpone the hearings for "at least six months."

Hearings concluded on October 2 were marked by additional cross-examination of J. P. Cole, assistant to the vice-president of the Association of American Railroads,

and statistical witness for the petitioning carriers, and the testimony of J. P. Nye, secretary-treasurer of the American Short Line Railroad Association.

C. R. Hook Awarded A. S. M. Research Medal for 1947

Charles R. Hook, president of the American Rolling Mill Company, has been elected to receive the American Society for Metals' 1947 medal for the advancement of research. The medal is not awarded for any single research achievement. W. H. Eisenman, national secretary of the A. S. M., said the candidate for the award should be an executive "in an industrial organization the principal activity of which is the production or the fabrication of metals. He shall be one who, over a period of years, has consistently sponsored metallurgical research or development and by his foresight and his influence in making available financial support has helped substantially to advance the arts and sciences related to metals." The award will be made at the society's annual banquet to be held in Chicago on October 23 during the National Metal Congress and Exposition.

I. C. C. Again Sets Back Hearing on Per Diem Complaints

The Interstate Commerce Commission has postponed until November 4 its scheduled October 14 hearings in two per diem proceedings, Docket Nos. 29587 and 29751. The hearings, which had previously been set back from September 16 to October 14, will be held at the commission's Washington, D. C., offices before Examiner Rice.

The No. 29587 proceeding pertains to a complaint filed by the short lines, which, in addition to assailing per diem rates in effect since February 1, 1945, have asked the commission to cut the rate to 95 cents—or to such other basis as it may determine—and to award reparations. The other proceeding involves a complaint filed by six western roads which alleged that the \$1.25 rate, since increased to \$2, was too low and therefore a contributing factor to the freight car shortage.

C. A. B. Continues Checking Up on Non-Certificated Air Lines

The Civil Aeronautics Board has ordered the suspension on October 17 of so-called "letters of registration" held by non-certificated irregular air carriers operating large aircraft, unless such carriers have on file with the board tariffs covering their services and otherwise have complied with certain other requirements of the Civil Aeronautics Act.

Letters of registration have been issued to the larger irregular air carriers under the revised section 292.1 of the board's economic regulations which became effective June 10. Such regulation made applicable to these carriers, formerly operating as non-scheduled air carriers, certain requirements of the act, including those pertaining to the filing and observance of tariffs showing all rates, fares and charges for air transportation and practices and serv-

ices in connection therewith. The tariff requirements became effective June 10, although the carriers were permitted to file applications for letters of registration until August 9. In addition, the revised regulation required the irregular carriers operating large aircraft to file quarterly operational reports with the board, the first of which was due on July 20, and the next of which becomes due on October 20.

Those carriers which have failed to file tariffs to date and many of which have failed to file the July 20 operational reports were the subject of the board's present order which names and applies to 65 such carriers.

The order also provides that the suspensions may be removed only upon a verified application and due showing by the carrier that it has complied with the requirements of section 292.1 of the economic regulations.

Road Fined \$500

The Interstate Commerce Commission has been advised by the federal district court at St. Paul, Minn., that judgment in the amount of \$500 and costs was entered against the Chicago, St. Paul, Minneapolis & Omaha on September 25. The action was a civil suit in five counts charging the carrier with violating a commission service order prohibiting the use of standard "RS" type refrigerator cars for the transportation of empty beer containers without having first obtained permits.

I. C. C. Sets New Hearing Dates in C. & D. Investigation

The Interstate Commerce Commission has announced a revised schedule of hearing dates with respect to its investigation into the lawfulness of allowances paid by the railroads, truckers and freight forwarders to persons performing pick-up and delivery service or transporting I.c.l. and less-than-truckload freight between stations at Kansas City, Mo.-Kan.; Minneapolis, Minn., and St. Paul; and Seattle, Wash., and Portland, Ore. The commission last month postponed until a date to be fixed the original schedule of hearings, as reported in *Railway Age* of July 12, page 90, and September 6, page 73.

The proceedings, over which Commissioner Mitchell and Examiner Fuller will preside, have been rescheduled as follows: Kansas City, November 17, at the Hotel Pickwick, Kansas City, Mo.; Twin Cities, November 24, at the United States Court House, Minneapolis; Seattle, December 3, at the Hotel Olympic, Seattle; and Portland, December 8, at the Hotel Multnomah, Portland.

Ex Parte 162 Increases on Phosphate Rock

Examiner S. R. Diamondson has recommended in a proposed report that the Interstate Commerce Commission vacate the suspension of tariffs whereby the railroads propose, under authority granted in Ex Parte 162, to apply a maximum increase of 34 cents per gross ton on shipments

of phosphate rock. The Ex Parte 162 decision authorized an increase in rates on phosphate rock of 20 per cent, maximum 30 cents per "ton," and the issue in the present proceeding (I. & S. No. 5496) is whether "ton" meant "net or gross as rated" or "net ton," as the railroads contend, their 34-cent proposal being the gross-ton equivalent of a 30-cent increase per net ton. The examiner agrees with the railroads' contention.

Freight Car Loadings

Complete figures for the week ended October 4 were not available when this issue went to press.

Loadings of revenue freight for the week ended September 27 totaled 937,954 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loading

For the Week Ended Saturday, September 27			
District	1947	1946	1945
Eastern	166,721	167,669	144,519
Allegheny	195,999	194,752	174,226
Pocahontas	71,606	74,058	61,867
Southern	132,751	135,338	121,898
Northwestern	152,860	143,465	137,766
Central Western	147,744	138,194	130,856
Southwestern	70,273	63,039	61,377
Total Western Districts	370,877	344,698	329,999
Total All Roads	937,954	916,515	832,509
Commodities:			
Grain and grain products	52,343	49,036	53,941
Livestock	20,765	20,846	23,333
Coal	184,578	193,810	165,330
Coke	14,461	13,903	11,493
Forest products	47,917	48,933	37,706
Ore	75,396	66,196	68,386
Merchandise I.c.l.	121,991	125,312	110,543
Miscellaneous	420,503	398,479	361,777
September 27 ..	937,954	916,515	832,509
September 20 ..	931,072	899,052	837,293
September 13 ..	922,360	907,169	856,101
September 6 ..	809,050	794,483	729,854
August 30 ..	925,732	908,440	860,342

Cumulative total, 39 weeks .. 33,106,590 30,418,372 32,014,099

In Canada.—Carloadings for the week ended September 27 totaled 83,563 cars as compared with 81,344 cars for the previous week and 79,706 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
September 27, 1947..	83,563	38,628
September 28, 1946..	79,706	36,210
Cumulative totals for Canada:		
September 27, 1947..	2,883,137	1,423,071
September 28, 1946..	2,672,991	1,327,706

Canadian carloadings for the week ended September 20 totaled 81,344 cars as compared with 85,708 cars for the previous week and 80,689 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
September 20, 1947..	81,344	37,500
September 21, 1946..	80,689	35,482
Cumulative totals for Canada:		
September 20, 1947..	2,799,574	1,384,443
September 21, 1946..	2,593,285	1,291,496

Car Service

I. C. C. Service Order No. 396, which requires reconsignment of refrigerator cars within 48 hours from the first 7 a.m. after arrival at a diversion point, has been modified by Amendment No. 11, which vacates the paragraph that prohibited railroads from executing reconsignment orders when they would involve backhauling. This prohibition had previously been suspended in part by a general permit issued under the order.

Fourth Revised Service Order No. 180, which provided for "super-demurrage" charges on refrigerator cars, has been reissued as Fifth Revised Service Order No. 180. The order has been suspended since August 25, and the new revision, effective October 15, will establish demurrage charges for reefers of \$2.20 for the first two days, \$5.50 for the third day, \$11 for the fourth day, and \$16.50 for each succeeding day. These are the same as the "super-demurrage" charges now applicable to box cars under Service Order No. 369, and to gondolas and hoppers under Service Order No. 653.

I. C. C. Service Order No. 260, which restricts the salting of ice in refrigerator cars carrying citrus fruits, has been modified by Amendment No. 9 which allows three per cent salting at regular icing stations of Florida oranges and grapefruit. The amendment became effective October 4 and will expire December 31.

Organizations

The meeting of the **American Association of Baggage Traffic Managers**, originally scheduled to be held on October 9 and 10, at Houston, Tex., has been postponed to January 21 to 23, 1948, inclusive.

On October 14 a dinner meeting of the **New England Railroad Club** will be held at the Hotel Vendome, Boston, at 6:30 p.m. Col. J. Monroe Johnson, director of the Office of Defense Transportation, will be the guest speaker.

The **New York Railroad Club** will meet at the Engineering Societies Auditorium, New York, on October 16, at 8 p.m. John W. Barriger, president of the Monon, is scheduled to speak to the group on "Two-Way Communications Between Management and Employees."

A meeting of the **Railway and Locomotive Historical Society** will be held on October 18, at 7:45 p.m., at the Engineering Societies Building, New York. A motion picture entitled "Main Line U.S.A." will be shown through the courtesy of the Association of American Railroads.

The Chicago chapter of the **Railway and Locomotive Historical Society** is sponsoring a rail-fan excursion October 19 over the Baltimore & Ohio to Lima, Ohio. The trip will include a 2-hr. inspection of the locomotive works of the Lima-Hamilton Corporation at Lima.

Construction

U. P. Schedules \$14 Million Track Program for 1948

The Union Pacific will spend \$14,600,000 in 1948 for 650 track-miles of new rail, all but 18 miles of which will be of the heavy duty 133-lb. type, G. F. Ashby, president of the road, announced last week. It was stated that \$9,000,000 will be spent for 152,000 net tons of rail and that the remainder of the allocation will purchase 69,000 net tons of frogs, switches and fittings.

Track relaying projects will include the following: 62 track-miles between Omaha, Neb., and Cheyenne, Wyo.; 90 track-miles between Cheyenne and Ogden, Utah; 50 track-miles between Topeka, Kan., and Marysville; 52 track-miles between Ellis, Kan., and Denver, Colo., and between Julesburg, Colo. and La Salle; 149 track-miles between Granger, Wyo., and Huntington, Ore.; 52 track-miles between Ogden and McCammon, Idaho; 79 track-miles between Huntington and Portland; and 61 track-miles in the vicinity of Spokane, Wash. Other replacements will total 55 track-miles.

CHESAPEAKE & OHIO.—This road has awarded the following contracts, the estimated costs of which are shown in parentheses: To the Virginia Engineering Company, Newport News, Va., for a wash and toilet building at Newport News (\$22,350); to Echols Brothers, Staunton, Va., for additional switching tracks at Big Island, Va. (\$47,875); to Haley, Chisholm & Morris, Inc., Charlottesville, Va., and the Sutton Company, Radford, Va., for, respectively, the grading and masonry and the tracklaying involved in laying additional storage tracks at Gladstone, Va. (\$453,200); to the Robertson-Henry Company, Huntington, W. Va., for constructing a team track, unloading pits and a driveway at Lynchburg, Va. (\$71,950); to the Asheville Contracting Company, Asheville, N. C., for extending a switching lead and constructing a set-off track at Covington, Va. (\$177,800); to the Ogle Construction Company, Chicago, for replacing a frame coaling station with a concrete structure at Danville, W. Va. (\$99,500); to Haley, Chisholm & Morris, Inc., for laying tracks for a coal development project at Barrett, W. Va. (\$302,000); to James Adams, Barboursville, W. Va., for a switching lead and a caboose track at Martin, Ky. (\$37,400); and to the Codell Construction Company, Winchester, Ky., for tracks for a coal development project at Myra, Ky. (\$427,600).

Bids have been requested on the following authorized projects, the probable costs of which are shown in parentheses: Replacing a frame coaling station with a concrete structure at Lynchburg (\$37,800); improving water supply facilities at Frazier, W. Va. (\$36,000); passenger station facilities at Newport, Ky. (\$310,200); and extending two stalls in a roundhouse at Hinton, W. Va. (\$106,720). The C. & O.'s own forces will undertake a project in-

volving the installation of remote control switches and signals at Columbus, Ohio, at a probable cost of \$40,900.

NORFOLK & WESTERN.—This road has announced plans for the construction of a new engine terminal at Winston-Salem, N. C., and new engine and shop facilities at Pulaski, Va. The present engine terminal near the passenger station at Winston-Salem will be removed. The new terminal, to cost over \$350,000, will be three miles north of the station. Operations will be centralized in a single 244-ft-long building which will contain the enginehouse, machine shops, storehouses, ice storage facilities, offices, wash and locker rooms. Outside installations will include coal and ash hoists, a complete sending facility and a 50,000-gal. water tank. A total of 5,725 ft. of new track will be laid. Nearby, a two-story, fireproof clubhouse will be built. At Pulaski, a new building and other installations costing \$195,000 are planned near the present location of the enginehouse and shops. Both projects will begin as soon as materials are delivered, possibly within the next 60 days. The Winston-Salem job is expected to take one year and the Pulaski job, six to eight months.

TERMINAL RAILROAD ASSOCIATION OF ST. LOUIS.—This road has awarded the following contracts to H. B. Deal & Company, Inc.: To remodel the Postal Annex building in St. Louis for the dining car department of the Pennsylvania, to be completed for the account of the latter road at an estimated cost of \$75,000; and to construct an inspection pit at the association's Ranken yard for the account of the Missouri Pacific, at a cost of approximately \$125,000.

Overseas

GREAT BRITAIN.—Slow progress has been made in this country's attempt to convert 1,217 locomotives from coal- to oil-burners, according to a recent issue of Foreign Commerce Weekly of the Department of Commerce. The program originally was expected to save 1,000,600 tons of coal during the 1946-47 winter, although, the report added, only about 86 engines had been converted by last August 1. When completed, the conversion program will involve a weekly consumption of 160,000 tons of oil. The chief problem is reported to be the steel shortage which has prevented the building of sufficient oil-storage equipment.

GREAT BRITAIN.—Announcement has been made of the appointment of the Railway Executive, the organization which, under the terms of the law affecting nationalization of British railways and other transportation agencies, will control the operation of the railroads and affiliated properties after next January 1. The chairman of the executive is Sir Eustace Missenden, now general manager of the Southern (Great Britain) and chairman of the

general managers' conference of the Railway Clearing House. He began railway service in 1899 at the age of 13 and worked his way up through the operating departments to his present post. Commenting on the assignment given the Railway Executive, he said, "The task is formidable—it is to weld the four main-line railways and all the smaller ones that are left into one complete unit. Our aim is efficiency, our watchword in progress."

Other members of the executive are: General Sir William Slim, commandant of the Imperial Defense College; R. A. Riddles, vice-president of the London, Midland & Scottish Railway Executive and formerly that road's stores superintendent; David Blee, chief goods (i. e., freight) manager of the Great Western; J. C. L. Train, chief engineer of the London & North Eastern; V. M. Barrington-Ward, divisional general manager, southern area, of the L. & N. E.; C. Nevile, chairman of the economics committee of the National Farmers Union; and W. P. Allen, general secretary of the Amalgamated Society of Locomotive Engineers & Firemen.

Supply Trade

James G. Lyne, whose appointment as editor of *Railway Age*—to serve jointly in that capacity with Samuel O. Dunn—was announced briefly in last week's issue, has been a member of the editorial staff of this paper since October, 1920. Born in St. Louis, Mo., on July 10, 1898, he spent his early years in Slater, Mo., and Herington, Kans. He was graduated from the University of Kansas in 1920 and holds the degree of doctor of philosophy from New York University. Mr. Lyne first entered railroad service in 1914 and thereafter worked intermittently until 1920 in various minor capacities in the operating,



James G. Lyne

engineering and mechanical departments of the Rock Island at Herington, Kans., and Armourdale. After serving briefly in the Army during World War I he worked during 1919-20 as a special agent for the Bureau of Labor Statistics, Washington, D. C. Prior to joining *Railway Age* he

was for a time a reporter on the "Daily News," the New York tabloid. In 1928 he became financial editor of *Railway Age*, being advanced to assistant to editor in 1938. He has been a vice-president and director of the Simmons-Boardman Publishing Corporation since 1943 and, also, assistant to chairman of this company since November, 1946.

Norman B. Johnson, whose appointment to the newly created post of assistant executive vice-president of the **Pullman-Standard Car Manufacturing Company**, with headquarters at Chicago, was reported in *Railway Age* of October 4, joined the American Car & Foundry Co., at Chicago, in 1909, as a draftsman. In 1916 he entered the service of Haskell & Barker, at Michigan City, Ind., where



Norman B. Johnson

he served successively as die engineer, chief draftsman, and assistant superintendent. In 1935, several years after the merging of the Haskell & Barker and Pullman interests, Mr. Johnson was assigned to the Chicago plant as liaison officer to the president, and subsequently acted as chief engineer of Pullman-Standard. In 1938 he was appointed manager of freight car plants, the position he held at the time of his recent promotion.

Lewis J. Silverman has rejoined the **Union Asbestos & Rubber Co.**, as vice-president and general counsel.

John F. Howe, formerly with the paint division of the E. I. DuPont de Nemours Company, has joined the **Eastern States Paint & Varnish Co.** as vice-president, in charge of paint sales of metal protective finishes for general industrial application covering the steel, railway, petroleum and marine industries.

W. G. Beriswill has been appointed assistant sales manager of the **Milwaukee Hydraulics Corporation**.

The **Coach & Car Equipment Corp.**, Chicago, has announced the appointment of the **Ajax-Consolidated Company**, 4615 West 20th street, Chicago, as exclusive agent for "Rota-Cline" car equipment.

The **Timken Roller Bearing Company** has announced the appointment of **H. C. Edwards**, formerly chief engineer of research and development, as director of research and development, to succeed **J. F. Leahy**, who has retired after 45 years of service with the company. **Walter F. Green**, formerly assistant manager of research and development, has been appointed manager of research and development. The appointments of **H. M. Shank**, formerly Boston, Mass., branch manager of the service-sales division, at Detroit, Mich., branch manager, to succeed **J. D. Jesseph**, resigned, and **Frank M. Barry**, formerly a field representative in the New York office, as manager of the Boston branch, also were announced.

L. C. Meyers, who has been handling field service in California for the **Chiksan Company**, has been assigned to the Rocky Mountain area, covering Colorado, Wyoming and Montana, with headquarters in Denver, Colo., and **Robert Jones**, formerly a member of Chiksan's engineering staff for the past several years, has been assigned to the New York office as sales engineer in that territory.

W. D. Davis, whose appointment as head of the newly created service repair department of the **Electro-Motive Division of General Motors Corporation**, with headquarters at La Grange, Ill., was reported in *Railway Age* of September 27, was born in Topeka, Kan. After his graduation by Kansas State College, he took special Diesel training at General Motors Institute, Flint, Mich. He worked on G. M. Diesel engines at the Cleveland Diesel Engine Division, at Cleveland, Ohio,



W. D. Davis

from 1933 to 1935, when he was transferred to the service department of the Electro-Motive Division, at La Grange. In December, 1939, he was named service office engineer, and in July, 1942, he was promoted to assistant service manager. In February, 1944, he was advanced to parts manager, the position he held at the time of his recent appointment.

Steven G. Peterson, formerly superintendent of the car department of the

Seaboard Air Line has been appointed service representative of the **Pullman-Standard Car Manufacturing Company**. Mr. Peterson entered railroad service in 1920 as a draftsman on the New York Central and transferred to the Seaboard in 1925. In 1932 he was appointed shop engineer at Norfolk, Va., and he became assistant master car builder in 1940. Mr. Peterson was promoted to general foreman of the Portsmouth, Va., shops in July, 1944 and superintendent of the car department in July, 1946.

George F. McGowan has been appointed assistant to the vice-president of engineering of the **Valve Pilot Corporation**. Mr. McGowan began his business career with the General Electric Company in 1932 as an engineering apprentice and subsequently worked there as engineer until 1937. He joined the Tennessee Coal, Iron & Railroad Co. in November, 1937, as mechanical engineer and in May, 1941, was appointed research engineer of the American Locomotive Company, the position he held at the time of his recent appointment. During the period 1942 to 1945 he served with a railroad Diesel-shop battalion sponsored by American Locomotive, spending a year and a half in Persia on the Trans-Iranian railroad, followed by a year and a half of overseas duty with the combat engineers.

Equipment and Supplies

FREIGHT CARS

September Freight Car Output Totaled 7,597

Freight cars produced during September for domestic use totaled 7,597, including 1,929 built in company shops, compared with the August total of 5,963, including 1,617 built in company shops, the American Railway Car Institute has announced. Freight cars ordered last month for domestic use amounted to 9,917, compared with August orders for 2,376. No orders were placed with company shops in either month, the institute said. The backlog of cars on order and undelivered on October 1 was 115,996, including 26,503 on order from company shops.

In announcing the figures for September, S. M. Felton, president of the institute, said "the outlook for steel deliveries, based on reports from car building plants, is discouraging both for the balance of this year and the first quarter of 1948. Unless there are increased shipments of steel, the upward trend that has been consistent through the year cannot be continued."

The **AMERICAN STEEL & WIRE Co.** has ordered 30 70-ton steel gondola cars from the Haffner-Thrall Car Company.

The **CANADIAN PACIFIC** has ordered 30 caboose cars from its Angus shops.

The **CHESAPEAKE & OHIO** has ordered 1,000 50-ton gondola cars from the Pressed

The stockholders meeting of Oct. 1, 1947 that brought into being the Lima-Hamilton Corporation combined two of the country's oldest and best-known manufacturing concerns in the heavy equipment field.

LIMA LOCOMOTIVE WORKS — has been a large producer of steam locomotives for 78 years. In 1925 this company introduced the now famous "Experimental A-1" the forerunner of today's super-power steam locomotive. The Lima Shay Geared locomotive was a factor in the revolutionization of the logging industry. The company's wartime products included tanks and locomotives for the U. S. Army as well as locomotives for the reconstruction of France, Poland and China.

GENERAL MACHINERY CORPORATION — with origins dating back to 1845, has a well established reputation in the diesel engine business. The "Niles" line of heavy and medium machine tools for railroad use is widely known throughout the industry. For the past four years General Machinery has been engaged in extensive development work with a free-piston gas generator turbine for the engine field and use in locomotives, ships and stationary power plants.

LIMA-HAMILTON CORPORATION plans to manufacture the Lima-Hamilton Diesel locomotive as well as a complete line of steam locomotives and a comprehensive line of heavy railroad and industrial equipment. In addition, it is planned to continue the development work on the free-piston gas generator turbine for locomotive use. Facilities of the two companies (within 100 miles of each other) is expected to complement manufacturing lines and effect economies in operation.

LIMA-HAMILTON CORPORATION

WORKS Lima, Ohio
 Hamilton, Ohio
 Middletown, Ohio

With the following divisions
Lima Locomotive Works • Niles Tool Works Co.
Lima Shovel & Crane Division • Hooven, Owens, Rentschler Co.

Steel Car Company, 500 70-ton covered hopper cars from the Ralston Steel Car Company and 150 steel caboose cars from the American Car & Foundry Co. at a total cost of \$7,065,000. Contract awards were based on the builders' own specifications, except in the case of the cabooses, the C. & O. said. Delivery of the gondolas and the covered hoppers is scheduled for the second quarter of 1948. The cabooses are scheduled to be delivered in the third quarter of 1948. An inquiry for these cars was reported in the *Railway Age* of August 30.

The WESTERN MARYLAND has ordered 1,000 55-ton hopper cars from the Bethlehem Steel Company. Deliveries are scheduled to begin in May, 1948.

MARINE

The ERIE will shortly request bids for one 1,000-hp. Diesel tugboat, ten steel barges, 15 steel lighters and 2 steel car-floats. The new equipment, which will augment the road's present New York harbor fleet of 237 boats, will cost an estimated \$1,700,000.

SIGNALING

The NEW YORK, NEW HAVEN & HARTFORD has placed an order with the Union Switch & Signal Co., covering materials for remote control of an interlocking at Bradford, R. I., with the interlocked functions controlled from Westerly. The order includes a B-30 control machine, four M-2 electric switch layouts, relays, rectifiers, transformers and housings. The installation will be handled by the railroad's forces.

Abandonments

DENVER & RIO GRANDE WESTERN.—Examiner J. S. Prichard has recommended in a proposed report that Division 4 of the Interstate Commerce Commission authorize this road to abandon that portion of its so-called San Pete Valley branch extending approximately 23.2 miles from a point near Moroni, Utah, to the end of the branch at Nephi, where the branch connects with the Union Pacific. The abandonment was recommended subject to the condition that the commission approves an agreement between the applicant and the U. P. under which the latter would be permitted to rehabilitate and operate a 2-mile portion of the branch between Gypsum and Nephi in order to serve a plaster mill at Gypsum. According to the examiner's report, the applicant proposes to "donate" the Gypsum-Nephi section of the branch to the U. P. and pay that carrier \$8,000 to rehabilitate the track "in order to be relieved of the burden of operating the branch."

GRASSE RIVER.—This road has applied to the Interstate Commerce Commission for authority to abandon that portion of its line extending from Conifer, N. Y., to Cranberry Lake, approximately 13 miles.

PACIFIC ELECTRIC.—Division 4 of the Interstate Commerce Commission has authorized this road to abandon approximately 2 miles of track in Los Angeles, Calif. The abandonment is necessary because of the inauguration of one-way traffic on a street over which the road operates.

Financial

ESCANABA & LAKE SUPERIOR.—*Promissory Notes*.—This road has applied to the Interstate Commerce Commission for authority to issue \$80,000 in 4 per cent promissory notes, the proceeds of which would be applied toward the purchase of one 660-hp. Diesel-electric switching locomotive at \$78,799 from the Baldwin Locomotive Works. The notes would be dated about December 1 and mature in five years.

CHICAGO GREAT WESTERN.—*Bonds*.—Division 4 of the Interstate Commerce Commission has authorized this company to pledge not exceeding \$437,000 of first-mortgage Series A 4 per cent bonds and \$548,000 of general income mortgage 4½ per cent bonds, now held in its treasury, as collateral for a note or notes to be issued. The bonds are due January 1, 1988, and January 1, 2038, respectively.

The C. G. W. is indebted to the Reconstruction Finance Corporation in the principal amount of \$5,600,000, evidenced by a 4 per cent collateral security note due February 20, 1951. The note is secured by the pledge of \$8,685,000 of first-mortgage Series A 4 per cent bonds. The applicant proposes to make a payment on the R. F. C. loan and plans to borrow from banks not exceeding 75 per cent of the total current market value of the treasury bonds, \$648,190 as of August 4. The loan is to be evidenced by a short-term note or notes bearing interest at a rate not exceeding 2 per cent.

DULUTH, SOUTH SHORE & ATLANTIC.—*Reorganization*.—Division 4 of the Interstate Commerce Commission has modified its order of September 17, 1943, to increase from \$8,000 to \$12,000 a year, effective August 5, the maximum compensation to be paid to P. L. Solether as trustee and counsel for trustee of the property of this road and the Mineral Range. Mr. Solether formerly served as co-trustee with E. A. Whitman, who died August 4.

JACKSONVILLE TERMINAL.—*Bonds-Operating Agreement*.—This company has applied to the Interstate Commerce Commission for authority to issue and sell on the basis of competitive bidding \$4,000,000 of Series A first mortgage bonds. The bonds would be dated December 1 and would mature December 1, 1977. Principal, interest and sinking fund payments would be guaranteed by the Atlantic Coast Line, Florida East Coast, Seaboard Air Line and Southern.

Proceeds of the sale would be applied toward the refunding of the following J. T. securities: (1) \$100,000 of first and general mortgage 50-year 5 per cent gold

bonds; (2) \$2,400,000 of refunding and extension mortgage Series A 5 per cent gold bonds; (3) \$1,100,000 of Series B 6 per cent bonds; and (4) \$400,000 of Series C 4½ per cent bonds, all of which are due July 1, 1967.

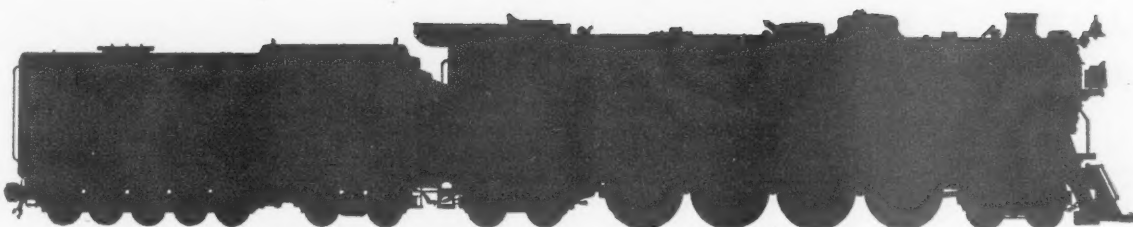
In an accompanying application, the prospective guarantors, together with the Georgia Southern & Florida, seek commission approval to extend from July 1, 1967, to December 1, 1977—the date the Series A bonds would mature—an operating agreement under which they use in common the passenger and freight terminal facilities of the J. T.

HIGH POINT, THOMASVILLE & DENTON.—*Promissory Notes*.—This road has applied to the Interstate Commerce Commission for authority to issue two unsecured negotiable promissory notes totaling \$75,000. One note, in the amount of \$35,000, would be issued immediately and payable within 30 days to the Wachovia Bank & Trust Co., High Point, N. C. It would bear interest at the rate of 2 per cent. Proceeds would be applied toward reimbursing the applicant for expenditures made to improve its operating facilities. The second note, in the amount of \$40,000, would bear interest at the rate of 3½ per cent. It would be issued prior to April 1, 1948, and would be payable within 30 days to whatever bank offers the best terms. Proceeds of this note would be applied toward the purchase of 3 70-ton Diesel-electric locomotives from the General Electric Company at a total cost of approximately \$205,000.

KANSAS CITY SOUTHERN.—*Equipment Trust Certificates*.—This road has applied to the Interstate Commerce Commission for authority to assume liability for \$1,176,000 of equipment trust certificates, the proceeds of which will be applied toward the purchase of 3 1,500-hp. Diesel-electric freight locomotives, at an estimated unit cost of \$542,860, and 2 1,500-hp. Diesel-electric passenger locomotives, at an estimated unit cost of \$293,742, from the Electro-Motive Division of General Motors Corporation.

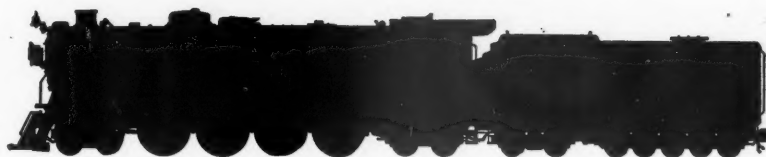
NEW YORK, NEW HAVEN & HARTFORD.—*Reorganization Expenses*.—Division 4 of the Interstate Commerce Commission has approved \$432,528 as the maximum limit of allowances and expenses, exclusive of attorney fees and expenses, to be incurred by the reorganization committee in connection with the reorganization of this road. The committee is composed of John L. Hall, James H. Brewster, Jr., Allerton F. Brooks, Myron F. Converse and Kent T. Healy. The commission's order is subject to court approval.

NEW YORK, CHICAGO & ST. LOUIS.—*Equipment Trust Certificates*.—This company has applied to the Interstate Commerce Commission for authority to assume liability for \$3,800,000 of equipment trust certificates, the proceeds of which will be applied toward the purchase of 600 50-ton all-steel box cars, at an estimated unit cost of \$4,220, and 11 2,000-hp. Diesel-electric passenger locomotives, at an estimated unit cost of \$204,099. The box cars



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The installation of Security Circulators in existing steam locomotives results in a circulation of water from the side water-legs, through the Circulators, over the top of the crown sheet.

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will be acquired from the Pullman-Standard Car Manufacturing Company and the locomotives from the American Locomotive Company. The certificates, to be dated November 1, will be sold on the basis of competitive bidding.

NEW YORK, ONTARIO & WESTERN.—Equipment Trust Certificates.—Acting upon a request of the applicant, Division 4 of the Interstate Commerce Commission has further modified its order of October 14, 1946 (pertaining to the assumption of obligation by this road of \$2,600,000 in equipment trust certificates), so as to (1) set back the date of an agreement and lease between the Electro-Motive Division of the General Motors Corporation and the applicant from January 1 to December 1; and (2) date the certificates as of December 1, instead of January 1. The certificates will mature in 39 installments of \$130,000 on June 1, 1948 (instead of July 1, 1947), and in the amount of \$65,000 on September 1, December 1, March 1 and June 1 each year thereafter to and including December 1, 1957. They will bear interest at the rate of 3 per cent.

According to the applicant, Electro-Motive, as manufacturers of 26 Diesel-electric locomotives to be purchased, informed it on August 9 of a maximum increase of 6 per cent in the prices of the equipment, the total cost increasing from \$2,910,921 to \$3,074,542. The applicant also has been advised that the equipment will not be available for delivery until next January.

NEW YORK, NEW HAVEN & HARTFORD.—Bonds of Providence & Worcester.—Division 4 of the Interstate Commerce Commission has authorized this road's lessor, the Providence & Worcester, to issue not exceeding \$1,500,000 of series A first-mortgage 4¾ per cent bonds, the proceeds of which will be applied toward the retirement of a like amount of first mortgage 4 per cent bonds, due October 1. The Series A bonds, secured by a new first mortgage, will be dated October 1 and will mature October 1, 1967. They have been sold, subject to commission approval, to Adams & Peck and H. Hentz & Co., who submitted the most favorable bid—100.51, on which basis the average annual cost to the applicant will be approximately 4.71 per cent.

The Series A issue will be redeemable on or after October 1, 1948, at prices ranging from 107 to and including October 1, 1952, decreasing gradually each two years thereafter to 100% through October 1, 1966, and thereafter at par, with accrued interest in each case. No provision has been made for a sinking fund.

NEW YORK, NEW HAVEN & HARTFORD.—Use of Boston Terminal.—Division 4 of the Interstate Commerce Commission has certified that the trustee of the Boston Terminal Company (S. Lewis Barbour) has elected to exclude the reorganized New Haven "from further occupation and use" of the Terminal Company properties which include Boston's South Station. Under the New Haven reorganization plan, Trustee Barbour had his choice of the foregoing course which will involve also

his filing of a claim for damages; or acceptance of the terms proposed in the plan for continued occupation and use of the properties by the New Haven, which would have required a waiver of all claims for compensation other than such compensation as is provided in the plan. Trustee Barbour's choice was in response to directions which he received, on petition, from the United States District Court for the District of Massachusetts, and the court's order of August 21 was made a part of the commission's certification which was dated September 29.

On the same day, Division 4 entered an order assigning for hearing that phase of the Terminal Company's reorganization proceeding which involves the application of the Webster & Atlas National Bank of Boston, trustee under the Terminal Company bond issues, for a certificate permitting abandonment of the properties. The hearing will be held on November 3 at Boston before Examiner Harvey H. Wilkinson. In addition to the abandonment application, it will embrace a Webster & Atlas motion that the commission determine that foreclosure of the mortgage securing the bonds is not inconsistent with the provisions of section 77 of the Bankruptcy Act; and plans of reorganization for the Terminal Company which have been filed or which may be filed before or during the hearing.

SOUTHERN PACIFIC.—Re-incorporation Completed.—This road, on September 30, completed its re-incorporation in the state of Delaware as approved recently by the Interstate Commerce Commission (see *Railway Age* of August 30, page 64). All assets and operations of the company, a Kentucky corporation incorporated on March 17, 1884, have been transferred to a newly incorporated Delaware company of the same name. The change—instituted because the S. P. considered Kentucky taxes "excessive"—will not affect the railroad's operations or policies, A. T. Mercier, president, stated.

WISCONSIN CENTRAL.—Reorganization.—Division 4 of the Interstate Commerce Commission has approved \$16,000 a year, commencing August 5, as the maximum annual compensation to be paid to Edgar F. Zelle as trustee for this road. The court appointment of Mr. Zelle and E. A. Whitman as trustees was ratified by the commission in 1944, and on April 3, 1945, it approved, effective January 1, 1945, annual maximum compensation of \$16,000 for Mr. Whitman and \$8,000 for Mr. Zelle. Mr. Whitman died on August 4 last and the court continued Mr. Zelle as sole trustee.

Average Prices Stocks and Bonds

	Oct. 7	Last week	Last year
Average price of 20 representative railway stocks..	47.93	47.44	46.85
Average price of 20 representative railway bonds..	87.35	87.54	88.62

Dividends Declared

Atlantic Coast Line.—5% non-cum preferred, \$2.50, semi-annually, payable November 10 to holders of record October 23.
Elmira & Williamsport.—\$1.14, semi-annually, payable November 1 to holders of record October 20.

Railway Officers

EXECUTIVE

J. H. M. Clinch, secretary and treasurer of the Chicago North Shore & Milwaukee, at Chicago, has been elected also vice-president in charge of finance and accounting, succeeding **C. A. Whonsetler**, who has resigned to become associated with the Chicago Transit Authority.

M. R. Cring, director of publicity and advertising of the Missouri-Kansas-Texas, has been appointed assistant to the president in charge of public relations.

M. B. Osburn, whose appointment as vice-president-operating of the Pullman Company, with headquarters at Chicago, was reported in *Railway Age* of September 20, has served the company for 37 years. He began this association as an electrician, and has worked in various capacities in



M. B. Osburn

the operating department. In 1938 he was appointed assistant to the vice-president, operating department, and served in that capacity until 1945, when he was advanced to assistant vice-president, operating department, the position he held at the time of his recent appointment.

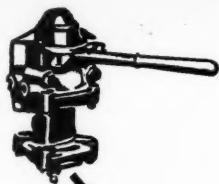
FINANCIAL, LEGAL AND ACCOUNTING

T. J. Cummins, assistant auditor of freight accounts of the Union Pacific, has been promoted to auditor of freight accounts, with headquarters at Philadelphia, Pa., succeeding **H. J. Peterson**, who has retired after 45 years of service with the company.

John C. Bolinger, Jr., has been elected assistant secretary of the Lehigh & New England, with headquarters at Philadelphia, Pa., succeeding **Robert L. Boyd**, who has resigned.

OPERATING

Oliver B. Keister, superintendent of the Southern, with headquarters at Birmingham, Ala., has been appointed super-



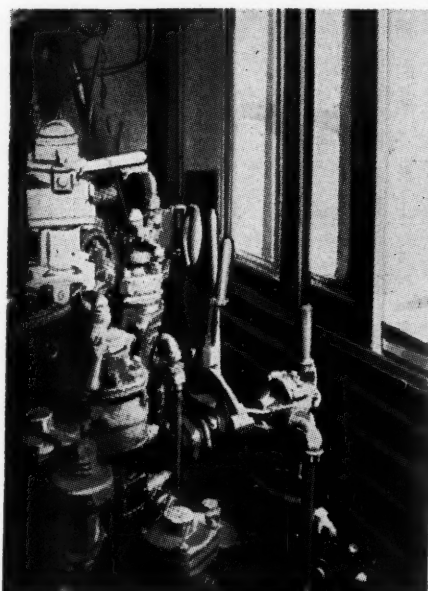
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DESCRIPTIVE LITERATURE ON REQUEST.



A-1889 (A-1354-1356)

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intendent of the Alabama Great Southern (part of the Southern System) and of the Woodstock & Blocton, at Birmingham. He succeeds **Harold C. Mauney**, who in turn succeeds Mr. Keister as superintendent of the Southern.

M. R. Black, whose appointment as superintendent of the Louisville & Nashville, with headquarters at Mobile, Ala., was reported in *Railway Age* of September 13, was born at Barbourville, Ky., on November 22, 1904, and was graduated by the University of Kentucky in 1925 with the degree B. S. in C. E. In 1935 he received the LL. B. degree from the John Randolph Neal College of Law, at Knoxville, Tenn., and the M. L. degree in 1936. Mr. Black



M. R. Black

entered the service of the L. & N. in 1924 as a rodman at Barbourville, and from 1925 to 1938 he served as senior instrumentman at Knoxville. In May, 1938, he was appointed track supervisor, with headquarters at Etowah, Tenn., and in September, 1941, he became assistant engineer in the chief engineer's office at Louisville, Ky. After a year's service as inspector of safety at Lexington, Ky., he was named assistant trainmaster at Harlan, Ky., whence on September 1, 1943, he was transferred to Evansville, Ind., as assistant division engineer. Mr. Black was promoted to division engineer at Latonia, Ky., on July 1, 1946, and on May 1, 1947, he was advanced to assistant to the superintendent at Mobile, the position he held at the time of his recent promotion.

J. H. Stevenson, superintendent of terminals of the Canadian National, with headquarters at Black Rock, N. Y., has been appointed superintendent of the Hornepayne division, with headquarters at Hornepayne, Ont., succeeding **G. T. Dunn**, who has been transferred to the Capreol division at Capreol, Ont. Mr. Dunn succeeds **J. R. Carr**, who has been transferred to the Allandale division at Allandale, Ont., succeeding **E. W. Cameron**, who has retired after many years of service. **O. A. Boivin**, superintendent of transportation of the Quebec district at Quebec, Que., has been appointed superintendent of the Levis division at Levis, Que., to succeed **J. A. Trudel**, who has retired under the pension rules of the company after many years of service. **J. A. D'Anjou**, assistant superintendent

of the Levis division at Levis, has been promoted to superintendent of transportation at Quebec, succeeding Mr. Boivin. **W. J. Pearson**, trainmaster at Levis, has been promoted to assistant superintendent of the Levis division at Levis. **W. E. Tate**, trainmaster at Brantford, Ont., has been appointed acting assistant superintendent at London, Ont., succeeding **E. B. Ryerson**, who has been appointed acting superintendent of terminals at Black Rock, succeeding Mr. Stevenson. **D. M. Trotter**, division engineer of the St. Lawrence division at Montreal, Que., has been appointed assistant superintendent of that division at Montreal, succeeding **F. E. Carlin**, who has been transferred to the Laurentian division at Quebec. Mr. Carlin succeeds **J. A. Lambert**, who has been transferred to the Levis division at Levis, succeeding Mr. D'Anjou. **J. D. Hayes** has been appointed trainmaster of the Capreol division at Capreol, to succeed **W. B. Edey**, who has been promoted to assistant superintendent of the Hornepayne division at Hornepayne. Mr. Edey succeeds **R. B. Hardy**, who has been transferred to Lindsay, Ont., succeeding **W. J. Rupert**, who has been transferred to Belleville, Ont. Mr. Rupert succeeds **A. R. Wilson**, who has been appointed acting superintendent of the Belleville division, succeeding **W. G. Doherty**, who is on leave of absence on account of illness. **F. T. Matthews**, trainmaster at Nakina, Ont., has been appointed supervisor of highway operations, Canadian National Transportation Ltd., at Port Arthur, Ont., succeeding **W. J. Richardson**, transferred. The position of trainmaster at Nakina has been abolished.

TRAFFIC

John D. Cameron, whose appointment as freight traffic manager of the Illinois Central, with headquarters at St. Louis, Mo., were reported in *Railway Age* of September 20, was born at New Albany, Ind., on August 8, 1903, and began his railroad career as a chainman in the engi-



John D. Cameron

neering department of the Illinois Central, at Marion, Ill. Later he served as a rodman in the engineering department. In January, 1931, he was transferred to the traffic department at Chicago, where he held various traveling positions until Feb-

ruary, 1936, when he was appointed general agent in charge of mail, baggage, and express traffic. On September 1, 1937, Mr. Cameron was promoted to general traffic agent, with headquarters at Omaha, Neb., in which capacity he served until August, 1946, when he was advanced to assistant traffic manager, with headquarters at St. Louis, the position he held at the time of his recent promotion.

A. L. Jackson, general passenger agent of the Gulf, Mobile & Ohio, has been promoted to assistant passenger traffic manager, with headquarters as before at St. Louis, Mo. **R. B. Weaver**, assistant general passenger agent at Chicago, has been advanced to general passenger agent at that point. **Neil J. Souders** has been promoted to assistant general passenger agent at Springfield, Ill.

George W. Edler, Jr. has been appointed general agent, freight and passenger departments, of the Southern, with headquarters at San Francisco, Cal., succeeding the late **J. L. Martin**.

Charles C. Dawes, formerly industrial agent of the Chicago, Burlington & Quincy, has been appointed manager, industrial and agricultural department of the Chicago, Indianapolis & Louisville, with headquarters at Chicago.

Codie E. Thomas, division freight agent of the Gulf, Mobile & Ohio at Mobile, Ala., has been appointed district freight traffic manager, with the same headquarters. Mr. Thomas is succeeded by **C. S. Gregory**.

W. P. Lee, general freight agent of the Chesapeake & Ohio at Detroit, Mich., has been promoted to assistant freight traffic manager at that point, succeeding **E. L. Thrall**, who has retired. Mr. Lee is succeeded by **Leo Kupp**, assistant general freight agent, who in turn is succeeded by **C. J. McDonald**, special representative in the traffic department at Cleveland, Ohio.

Robert P. Gooley has been appointed coal and freight agent of the Chicago, Indianapolis & Louisville, with headquarters at Chicago.

W. B. Hartz, eastern traffic manager of the Great Northern, at New York, has been appointed also foreign traffic manager there. **J. F. Burns**, general agent, freight department, has been appointed general eastern agent in the freight department, with headquarters as before at New York.

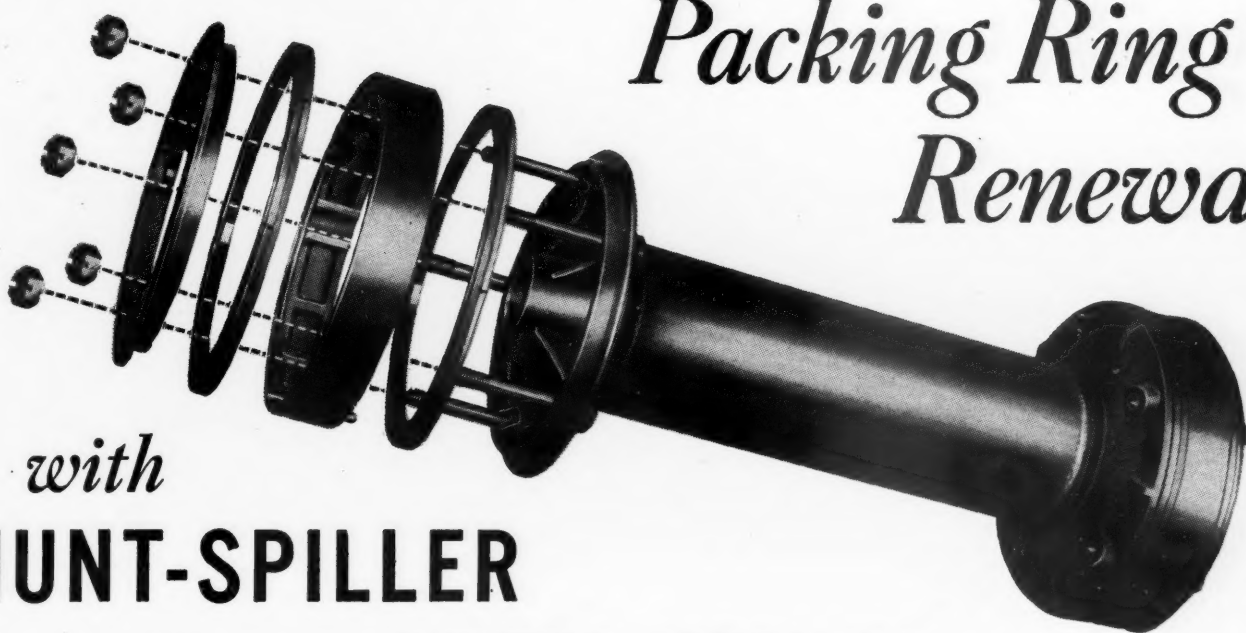
J. Wilbur Vaughan has been appointed agricultural agent of the Illinois Central, with headquarters at Baton Rouge, La.

Arnath W. Knabe, industrial development agent of the Baltimore & Ohio at Cincinnati, Ohio, has been appointed eastern manager industrial development at New York, succeeding **Thomas C. Sparks**, who has left the railroad to accept a position with the Oglebay, Norton Company at Cleveland, Ohio.

Benjamin G. Brink, general freight agent of the Bessemer & Lake Erie, with headquarters at Pittsburgh, Pa., has re-

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tired after 47 years of service with this company. **Harris R. Richards**, assistant general freight agent at Pittsburgh, has been appointed general freight agent.

E. H. Smart has been appointed district freight agent of the Seaboard Air Line, with headquarters at Savannah, Ga.

G. R. Steele, district passenger agent of the Southern at Charlotte, N. C., has retired at his own request, after completing 40 years of continuous service in the passenger traffic department of the Southern.

Earl Q. Lind, commercial agent of the Chicago South Shore & South Bend, with headquarters at Portland, Ore., has been promoted to general agent at that point.

Oscar L. Grisamore, whose appointment as general freight traffic manager of the Illinois Central, with headquarters at Chicago, was reported in *Railway Age* of September 20, was born near Neoga, Ill., on February 3, 1894, and entered railway service on June 27, 1911, in a warehouse of the I. C. at Champaign, Ill. He served in various minor capacities at Champaign until May, 1917, when he was promoted to cashier, with the same headquarters. In June of that year Mr. Grisamore enlisted in the U. S. Marine Corps, and in 1919 he returned to the I. C. as a tariff clerk of the general freight office at Chicago. On May 1, 1920, he was advanced to traveling freight and passenger agent, with headquarters at Sioux



Oscar L. Grisamore

City, Iowa, and one year later he was transferred to Carbondale, Ill. From 1922 to 1928 he served as assistant chief clerk and chief clerk of the general freight agent at Chicago, and on July 16 of the latter year he was advanced to assistant general freight agent, solicitation, with the same headquarters. On February 1, 1939, Mr. Grisamore was placed on special duty at Chicago, and two years later he was assigned to supervise solicitation of traffic involved in national defense, with headquarters at Washington, D. C. On May 16, 1942, he was promoted to general freight agent, with headquarters at Washington. In August, 1944, Mr. Grisamore was advanced to freight traffic manager,

with headquarters at Chicago, the position he held at the time of his recent promotion.

O. C. Stein, whose appointment as freight traffic manager of the Illinois Central, with headquarters at New Orleans, La., was reported in *Railway Age* of September 20, was born at New Orleans on February 7, 1888, and entered railroad service on March 1, 1902, as a messenger in the local freight office of the Illinois Central at New Orleans. Later he served at that point as tracer clerk, rate and bill of lading clerk, contracting freight agent, city freight agent, and chief clerk in the general freight department. In May, 1931, he was appointed assistant general freight agent at New Orleans, and on February 20, 1932, he was promoted to general freight agent. In November, 1942, he was advanced to assistant freight traffic manager, the position he held at the time of his recent promotion.

ENGINEERING & SIGNALING

Bruce G. Packard will become acting division engineer of the Chicago & North Western, at Chadron, Neb., on October 16, succeeding to the duties of **W. V. Kerns**, who is ill.

M. C. Jennette, engineer maintenance of way of the Norfolk Southern, has been appointed chief engineer, with headquarters as before at Norfolk, Va. The office of engineer maintenance of way has been abolished. A photograph of Mr. Jennette and a sketch of his career were published in *Railway Age* of July 19, page 134, in connection with his appointment as engineer maintenance of way.

Lionel E. Peyser, principal assistant architect of the Southern Pacific at San Francisco, Cal., has been promoted to architect there, succeeding **John H. Christie**, who has retired after 43 years of service. Mr. Peyser is succeeded by **William F. Meaney**. **Eldon H. Cofer** has been appointed office engineer at San Francisco, succeeding **Herbert A. Lathrop**, who has retired.

Claude L. Pearman has been appointed electrical engineer—equipment, of the Illinois Central, with headquarters at Chicago, succeeding **J. D. Younger**, who has retired after 42 years of service.

Richard W. Willis, whose retirement as assistant chief engineer of the Chicago, Burlington & Quincy, at Chicago, was reported in *Railway Age* of October 4, was born on July 27, 1874, at Charles Town, Jefferson county, W. Va., and was educated at Charles Town Academy and the Virginia Military Institute. Mr. Willis began his career as a draftsman with the Illinois Steel Company in 1896, and later held that position and that of rodman and salesman with several different firms. He joined the Burlington in 1898, and, until his retirement, had been associated with that road continually, excepting the period 1902-03, when he was assistant engineer of the Cincinnati Northern (now New York Central). Mr. Willis served as

division engineer at Galesburg, Ill., during 1905 and 1906; engineer of the Missouri district, 1907-14; engineer of the Illinois district, 1914-32; and division engineer, at Galesburg, 1932-36. In June, 1936, he was appointed assistant engineer, Lines East, and in 1939 was advanced to principal assistant engineer. Mr. Willis was further promoted to assistant chief engineer on July 1, 1946, the position he held at the time of his retirement.

MECHANICAL

C. F. Schwartz, master mechanic of the Erie at Avoca, Pa., has been appointed shop superintendent at Hornell, N. Y.

SPECIAL

C. A. Ball, Jr. and **E. A. McDowell** have been appointed assistant managers of personnel of the Southern Pacific, with headquarters at San Francisco, Cal.

OBITUARY

J. L. Martin, general agent, freight and passenger departments, of the Southern at San Francisco, Cal., died recently.

J. T. Carter, division freight agent of the Seaboard Air Line at Savannah, Ga., died recently.

M. J. Byrnes, chief of personnel of the Northern Pacific, at St. Paul, Minn., whose death was reported in *Railway Age* of October 4, was born on December 1, 1884, at St. Paul, and attended St. Thomas College and the St. Paul College of Law. He joined the N. P. in 1902 as a stenographer in the office of superintendent of transportation. Subsequently he was chief clerk to various operating officers and was later appointed supervisor of wages. In 1937 he was promoted to head of the labor relations department as assistant to the vice-president. He had served as chief of personnel since 1942.

Dennis Logan Carter, assistant to chief traffic officer of the Missouri Pacific, with headquarters at St. Louis, Mo., died on October 3 at the M. P. hospital in that city. Mr. Carter was born on February 7, 1899, at McLeansboro, Ill., and entered railway service with the St. Louis Southwestern in 1914 as a messenger and file clerk at Little Rock, Ark. He joined the M. P. in 1920, and held various clerical positions until 1929, when he was appointed division freight and passenger agent at Monroe, La. He later served as assistant general freight agent at Little Rock and New Orleans, La., and as assistant general freight and passenger agent at Detroit, Mich. He became general freight agent at St. Louis in 1938 and assistant freight traffic manager in 1941. Mr. Carter had held the position of assistant to chief traffic officer since April, 1946.

Joseph Caldwell, who retired in 1945 as general passenger agent of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Chicago, died on October 6 in Memorial hospital at Elmhurst, Ill.